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The Journal of the Fire Protection Profession

APRIL 17, 1929

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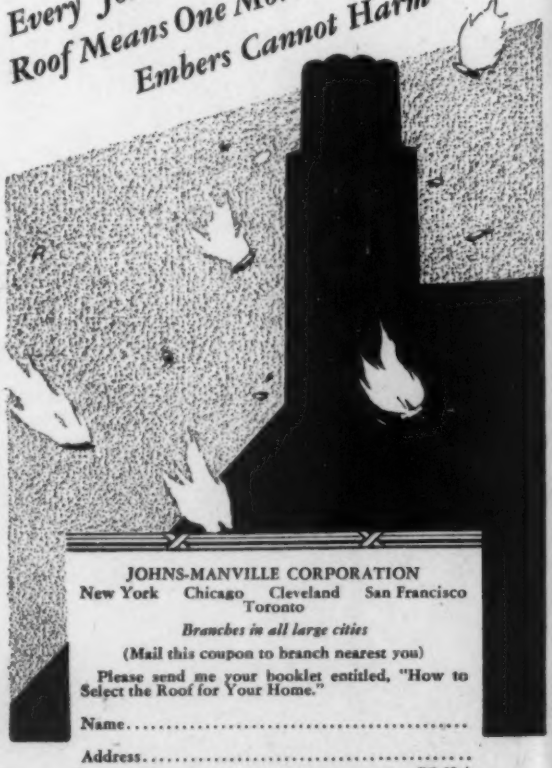

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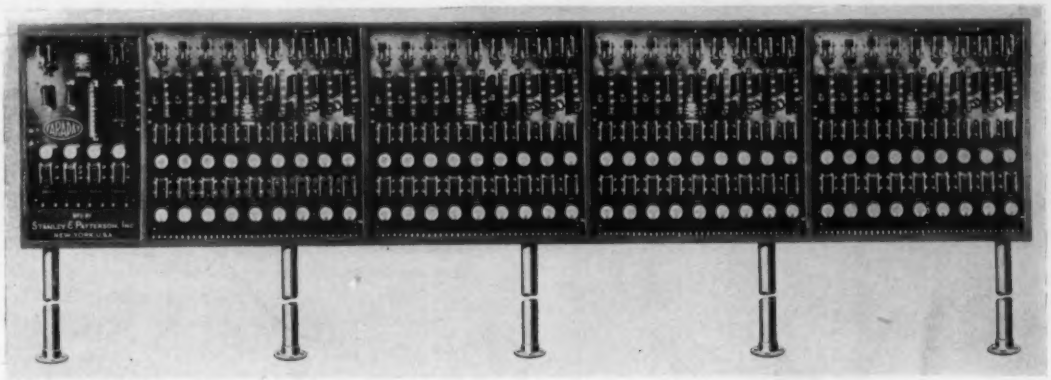

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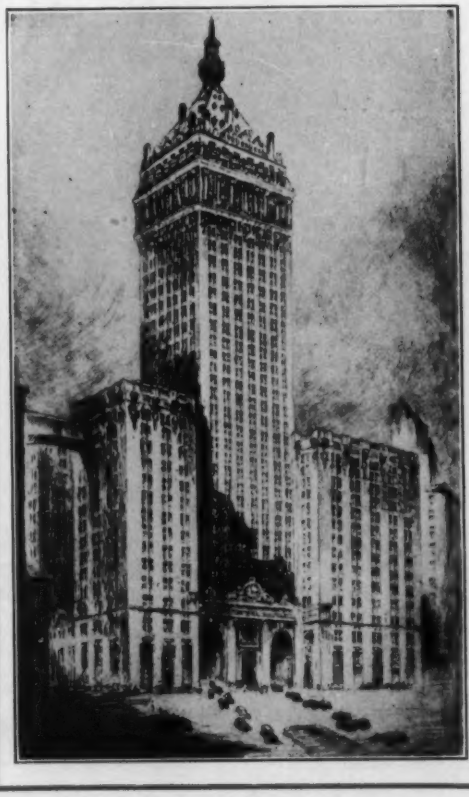

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¶ We all have a duty to perform on earth, but what we get out of life depends a lot on how much we put back toward making this good old world a better place to live in.

¶ To work merely with the idea of piling up dollars is an empty task. The millionaire, in his bed of gold, is often poorest in the treasures that make life worth-while. Real wealth lies in the satisfaction and happiness that helping our fellow men brings us, and it is in this respect that members of the fire service can consider themselves rich indeed.

¶ In getting out FIRE ENGINEERING we don't make much money but we certainly enjoy our work.

The Publishers

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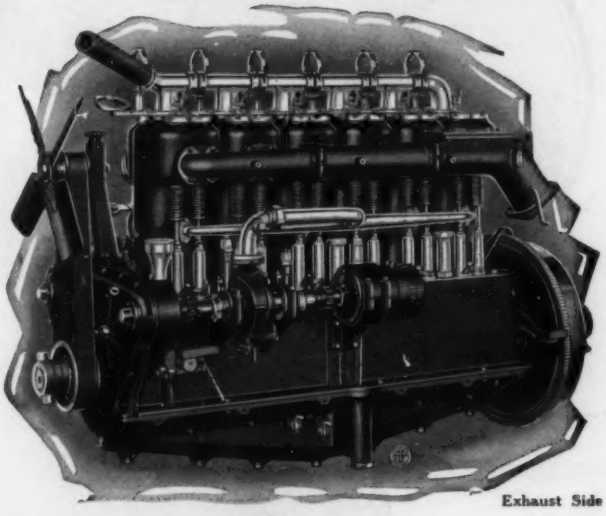

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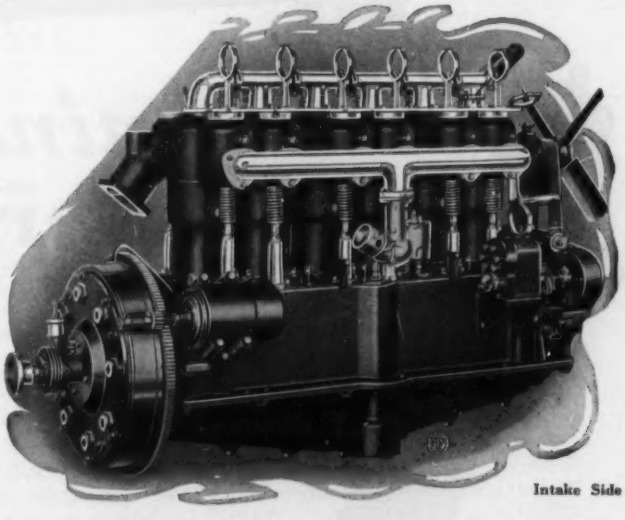

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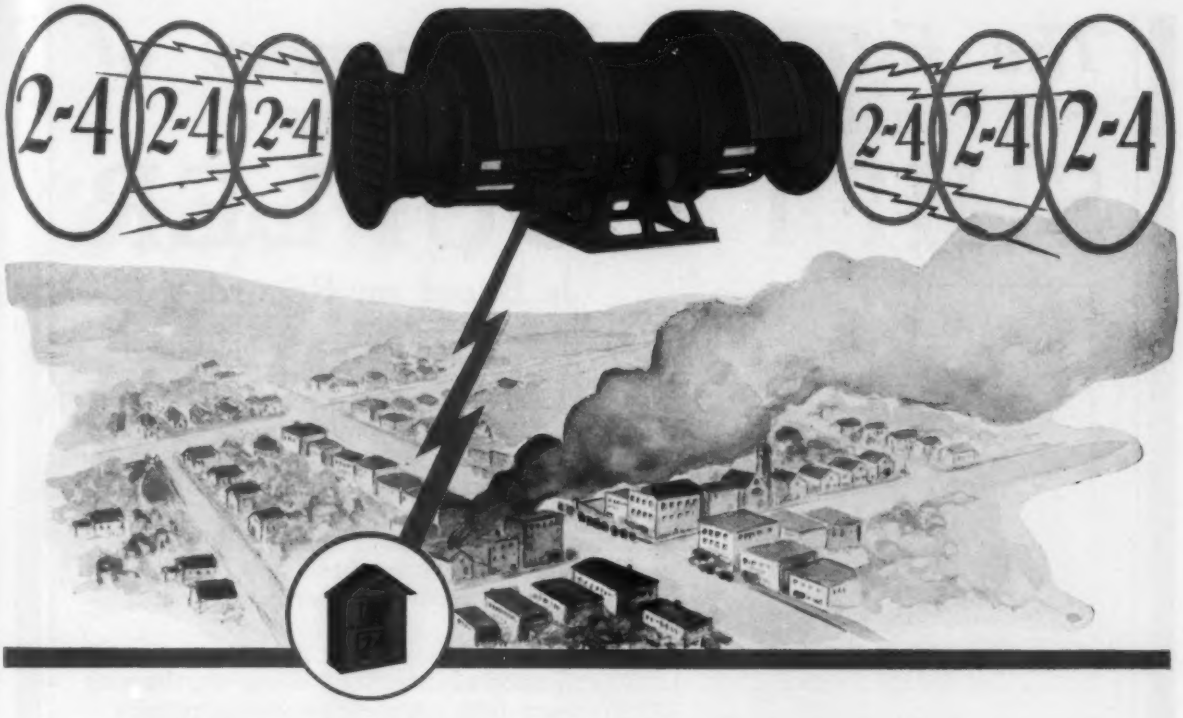

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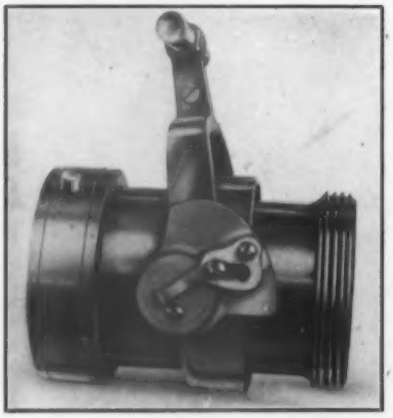

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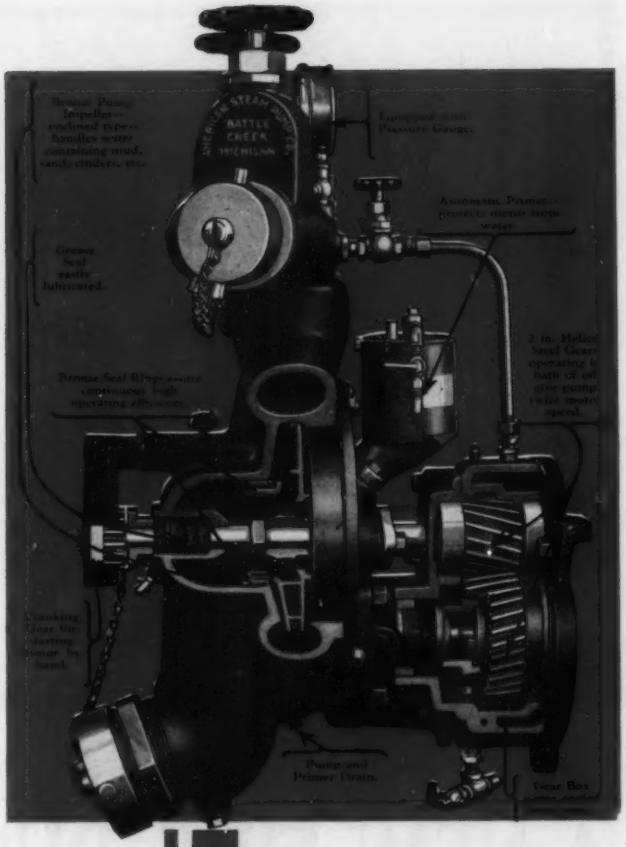

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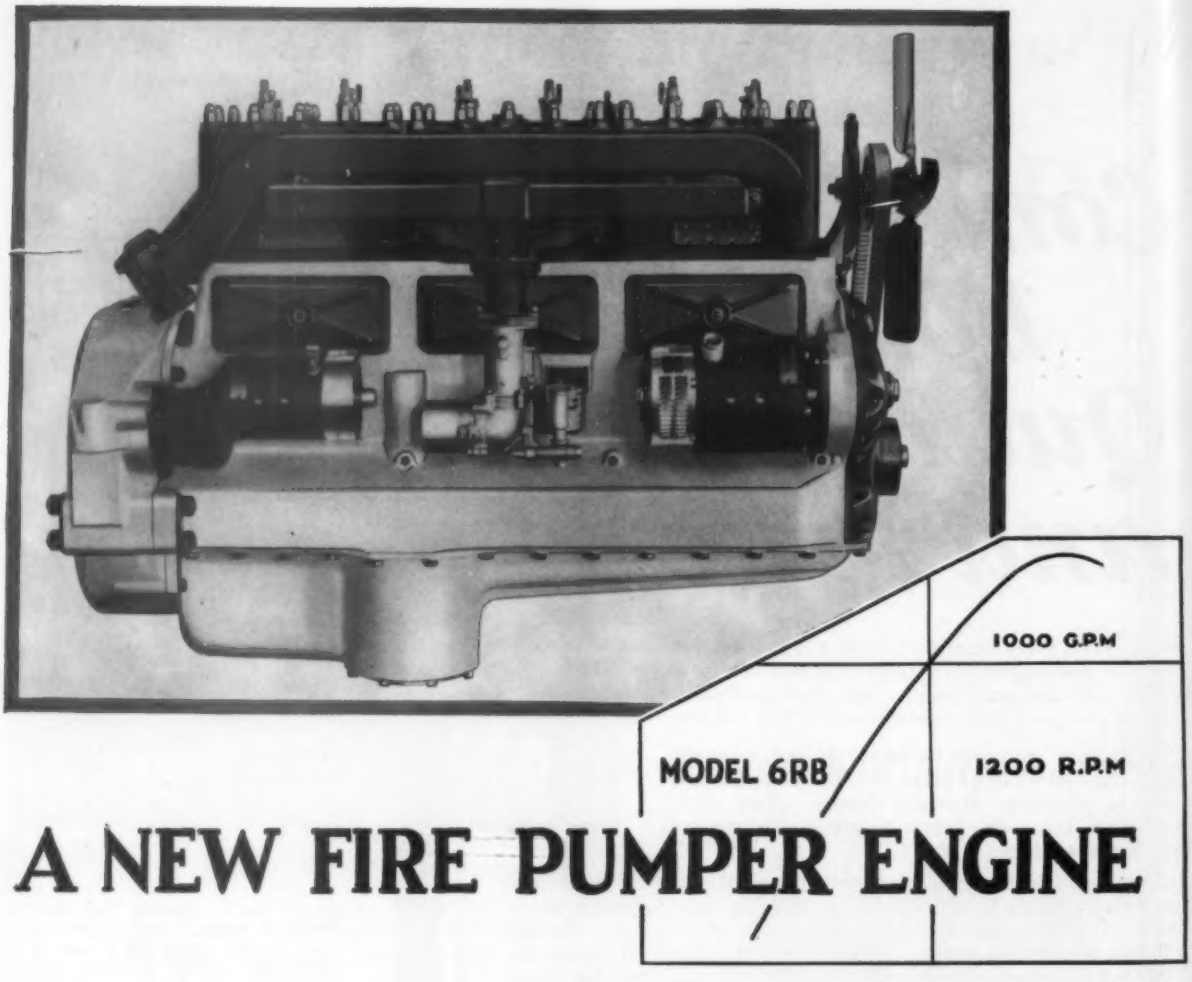

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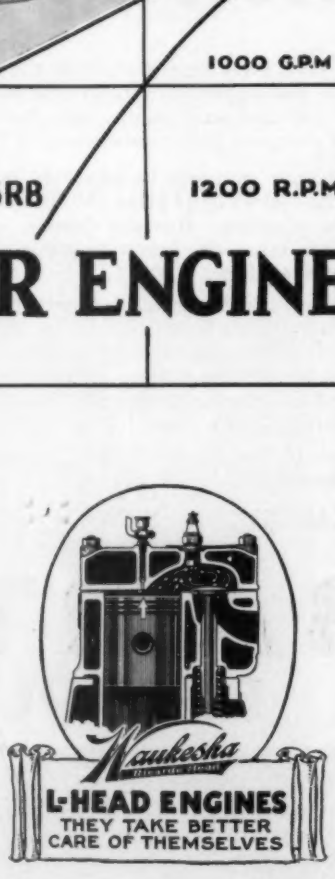

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The Journal of the Fire Protection Profession

VOLUME LXXXII APRIL 17, 1929 NUMBER 8

If You Hit a Parked Car—What?

How Far the Fire Department Is Liable for Injury to Parked Automobiles—Rights of Parking Under the Law

By LEO T. PARKER, Attorney-at-Law, Cincinnati, Ohio

RECENTLY a city official of an important municipality wrote interesting letter, in part, as follows:

"I am wondering if a Fire Department that might injure a parked automobile, due to accident or other circumstances beyond the control of the driver of the fire apparatus, is liable in damages where there is an ordinance restricting the parking to certain limits, thereby more or less legalizing the parking.

"Also, where there are no parking restrictions, does the automobile owner have more or less right to use the streets for the purpose of parking his vehicle? Can the streets legally be used for parking automobiles?"

It is well established that a state legislature has power to prescribe the conditions under which public ways may be used by motor vehicles, and can delegate the administration of such power to cities and towns.

Violator of Ordinance Liable in Damages

The law is well established that the owner of a motor vehicle who violates a parking ordinance is liable in damages to city firemen or other persons who are injured as a result of the violation.

For illustration, in Flynn vs. Bledsoe Co., 267 Pac. 887, it was disclosed that a city ordinance required vehicles to be parked at an angle of approximately 45 degrees to the curb. The owner of a large motor truck temporarily parked it at right angles to the curb. A passing vehicle collided with the motor truck, the owner of which was sued for damages.

The owner of the truck attempted to avoid liability upon the contention that the driver of the vehicle which collided with the motor truck in broad daylight was negligent. However, the Court held the owner of the truck liable, stating important law, as follows:

"The negligent manner of parking the truck in this case, in violation of the traffic ordinance of the city of San Diego, is the gravamen of the charge. The ordinance in question requires vehicles to be parked at an angle of approximately 45 degrees to the curb with the front of the vehicle towards the curb and not farther therefrom than 6 inches. The testimony is practically undisputed that the automobile, 18 feet 4 inches in length, was parked practically at right angles to the curb. . . . We cannot shut our eyes to the common knowledge, possessed by every one, that automobile drivers on our crowded city streets must keep close watch of oncoming traffic in order to avoid collision therewith, and we cannot assume that the members of the city council of the city of San Diego were any less conscious of this necessity. . . . That violation of a parking ordinance was negligence per se is amply supported by the cases. (215 Pac. 675) . . . (140 Pac. 706) . . . We do not very well see how there could be any division in the negligent parking of the truck. The whole vehicle, including running gear, body, and projecting sills, constituted the one instrumentality placed in a position dangerous to the traveling public."

Valid Traffic Ordinances

Generally speaking, valid ordinances may be enacted that authorize rules and regulations which prescribe the routes, the stands, and the movements whcih shall be used and observed by vehicles; rules which provide that no person having charge of a vehicle shall accept passengers in any street other than the place assigned to the vehicle; rules that prescribe that no vehicle shall stop in a public street or highway for longer than a specified time; that all vehicles and the driver of such vehicles shall be licensed; that motor driven vehicles shall be registered; and that vehicles shall be parked only on designated streets for limited periods.

In a recent case, Commonwealth vs. Rice, 158 N. E. 797, the driver who was arrested for violating a traffic rule attempted to avoid prosecution upon the grounds that the natural right guaranteed by the United States Constitution was impaired by an ordinance prohibiting persons to park automobiles in the streets. However, the Court held the ordinance valid, saying:

"No right of any citizen is impaired by an ordinance which prohibits the parking of vehicles at a place in a public street or highway where such person has no legal title to the land occupied by the street or highway and has no interest in such greater than an easement of travel which is held in common with all citizens."

Uncertain Ordinance Is Invalid

On the other hand, it is important to know that an uncertain or ambiguous parking ordinance is void.

For example, in People vs. Harden, 179 N. Y. S. 732, it was disclosed that an automobile owner was convicted of violating an ordinance, which read as follows:

"No vehicle shall be allowed to remain upon or be driven through any street, so as willfully to blockade or obstruct the traffic of that street."

The evidence disclosed that a person left his car parked

"THAT violation of a Parking Ordinance was negligence *per se* is amply supported by the cases. We do not very well see how there could be any division in the negligent parking of the truck in question. The whole vehicle, including running gear, body and projecting sills, constituted the one instrumentality placed in a position dangerous to the traveling public."

at the curb in front of a building at about 2 o'clock in the afternoon for about one hour. He was arrested for violating the ordinance.

The argument presented by the city in favor of the validity of the ordinance was that the automobile owner should have known that a car left for so long a time in such a place would obstruct traffic.

However, it is interesting to observe that since the ordinance in question did not specify a time limit, the automobile owner was held not liable and the ordinance held to be void. This Court said:

"The unsoundness of this contention is at once apparent, when inquiry is made as to how long a car may be left without violating the ordinance. . . . The mere leaving of a car standing at this point is not a violation of the city ordinance. . . . The ordinance may be so drawn as to provide that the leaving of a vehicle at a given place for a specified period of time is prima facie evidence of willful obstruction. The ordinance in question does not prescribe the act of leaving a vehicle as unlawful; neither does it fix a time limit which, if exceeded, would in itself constitute a violation, or from which a willful obstruction may be inferred. The ordinance should be so framed as to indicate clearly the offense prohibited."

Validity of City Ordinance

However, the fact that a city ordinance regulating the manner of parking automobiles, describes the result to be attained, does not render the ordinance invalid.

For instance, in the recent case of Winsky vs. DeMandel, 266 Pac. 534, a lower court was presented the question whether a city ordinance is valid which prohibits parking automobiles in such position that crossings at street intersections are obstructed.

The lower court held this ordinance valid and the higher court sustained the verdict, saying:

"Practically the only question of law presented relates to the validity of an ordinance of the city . . . which makes it unlawful for any person to leave standing any automobile or other vehicle in such position at any intersection of the streets thereof so as to obstruct the passage of pedestrians at the crossings thereon. . . . The judgment is affirmed."

Unreasonableness Does Not Render Ordinance Void

Moreover, the fact that an ordinance regulating automobiles apparently is unreasonable does not render the same void, particularly if the ordinance is specific and was enacted for the purpose of protecting the public.

For illustration, in City of St. Louis vs. Hammond, 199 S. W. 411, an automobile owner was convicted of violating an ordinance regulating the speed of automobiles. This ordinance prescribes a maximum speed of eight miles per hour in the business districts and ten miles per hour in other portions of the city.

The automobile owner attempted to avoid liability by contending that the ordinance was invalid because it violated his rights under the Fourteenth Amendment to the Constitution of the United States and was unjust and unfair because it unreasonably limited the rate of speed.

However, the higher court held the ordinance valid, stating the law as follows:

"Ordinances applying solely to automobiles do not deny the person affected the equal protection of the law when there is a lawful distinction, with respect to the restriction imposed, between automobiles and other vehicles. The ordinance in question does not illegally discriminate. . . . The ordinance is designed to promote the public safety by regulating the use on the streets of vehicles which are capable of very rapid movement. Such regulation is clearly within the police power reserved to the city. . . . Being within the police power, and infringing neither private right nor any power expressly granted to Congress, the Fourteenth Amendment of the Federal Constitution is not involved. . . . It is not to be expected that every power will always be exercised with the highest discretion."

Property Owner Liable for Violating Ordinance

Not only are ordinances generally valid, which restrict the use of public streets for parking purposes, but the owner of real estate is equally liable for parking his car in front of his own property, in violation of an ordinance, as is any other citizen.

For instance, in Pugh vs. City of Des Moines, 156 N. W. 892, it was disclosed that an automobile owner filed suit to restrain the city from enforcing an ordinance prohibiting the parking of automobiles upon public streets between the hours of 7 a. m. and 6:30 p. m.

In this case the owner parked his car in front of his place of business between the hours of 7 a. m. and 6:30 p. m., for which he was fined in court. The violator contended that the ordinance was in excess of the lawful power of the city to prevent the use of the street in front of his property. However, it is interesting to observe that the higher court held the ordinance not void, stating important law on the subject, in the following language:

"Separating in our minds for a moment the individual from the public as an organization, and looking now to the traveling public—those who use and have a right to use the streets and highways for the purposes for which they are set apart—the mind reaches the conclusion without any confusion of thought that the public have an untrammeled right to free and unobstructed transit over streets, sidewalks and alleys. . . . Therefore, whatever interferes, unreasonably or unnecessarily, with this use, is a nuisance which the council may prohibit by ordinance, and so it is made its duty to keep streets and sidewalks open and in repair and free from nuisance, to the end that this right may be secured. . . . If one man, in the exercise of his right to the free use of the street, can stable his automobile upon the public street and leave it standing there, any number of persons can exercise the same right, until a point is reached where the travel upon the street is absolutely obstructed."

Right of Automobile Owner to Park in Unrestricted Area

Obviously, the owners of motor vehicles may rightfully park their cars on public streets, unless some law prohibits doing so. Moreover, the drivers of moving automobiles are expected by the law to keep their vehicles under such perfect control that they can stop for any anticipated emergency.

Also, it is important to know that no person can recover damages for injuries sustained, as a result of colliding with

(*Continued on page* 331)

Delegates at the Second Annual Convention of the Southwestern Fire Chiefs' Association at Shreveport, La.
Chiefs of Fire Departments, their ladies and other guests assembled during the convention, which took place on March 25 to 27. The States of Louisiana, Arkansas, Texas, Oklahoma and New Mexico were represented.

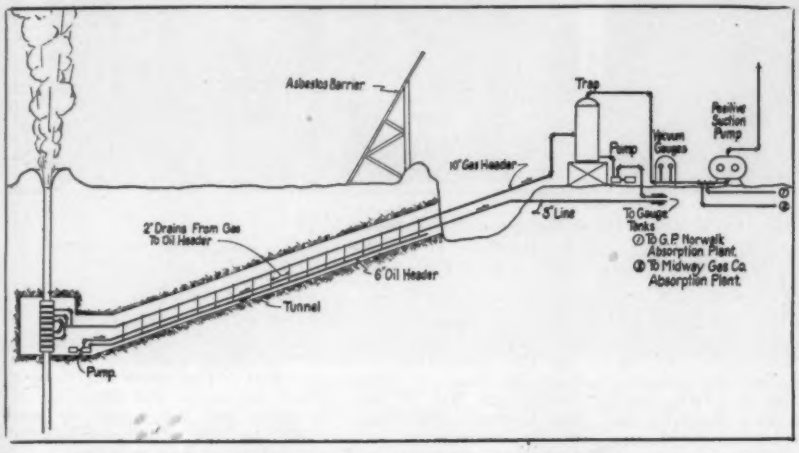
Here is a New Way to Fight Oil Fires

Sloping Tunnel Dug to Reach Casing of Well to Relieve Pressure and to Stop Flow of Gas—Method Has Proven Effective at Two Large Fires

By A. S. TAYLOR

OIL well fires are mighty serious. The supply underground continues to feed the roaring torch, and the zone near the well becomes too hot for the fire fighters. A new method of extinguishing such fires has been successfully carried out in the California oil fields. The article and illustrations are reproduced through the courtesy of the "Compressed Air Magazine."

Imagine a roaring torch with a flame 180 feet high and you get an idea of the sizzling spectacle that dominated the oil field of Sante Fe Springs, Calif., during most of last November. As long as it continued to burn it was a menace to neighboring properties; and until that flame was snuffed out it consumed, so it has been estimated, something like 4,000 barrels of petroleum and between 5,000,000 and 10,000,000 cubic feet of gas every 24 hours.



Method Employed in Taking Oil and Gas from Getty's Nordstrum No. 17 Well

Besides wrecking the derrick that had stood over the well—turning the steelwork into a crumpled, fused mass of metal, the intense heat of the thunderous torch either damaged directly or necessitated the destruction and abandonment of near-by derricks and other equipment in order to prevent the spread of the fire and the possibility of a still greater catastrophe.

It is well-nigh impossible to convey an adequate idea of the magnitude and the withering heat of such a torch. The noisy reverberation of the flame was deafening, and could be likened only to the simultaneous blast of the safety valves of a score or more of giant locomotives. On the windward side of the flame, in the protecting sweep of air streams set in motion by airplane propellers driven by airplane engines mounted on trucks strategically placed, the heat was hot enough at a distance of 100 feet to singe the hair on one's bare hands. The surrounding ground was baked, and the surface nearly as hot as the top of a stove. Men could approach the projecting top of the casing only when garbed in asbestos and further shielded by streams of water played upon them. Bulwarks or breastworks of earth, thrown up around the well, served as a potential defense against any oil that might flood the area; and barricades of sheet iron were erected as a cover for the fire fighters and as a partial protection to some of the standing derricks, tanks, and other equipment. The scene was, indeed, a battle ground. The hazards were numerous; and no one could foretell when and how they would break loose.

The Bell View gasser blew in out of control on November 8, and took fire immediately either from the chance spark of friction or contact with the fire under some of the boilers in the vicinity. The towering flame was not snuffed out until the last day of November. That climax to nearly two weeks of desperate work quenched a beacon that had been visible nightly for many miles and has served as a guide the while to mail-carrying air pilots heading for Los Angeles.

The Bell View fire was the second outburst of the sort in the Santa Fe field, and further confirmed the existence of another high-pressure gas zone in the underlying sands—bringing the total up to four zones and emphasizing the need of great caution in penetrating these areas lest additional wells blow in out of control and entail extravagantly costly losses. Prompt action and a measure of good luck saved some three or four other wells from running riot, so to speak. The first evidence of the fire hazard due to high-pressure gas appeared when George F. Getty's Nordstrum No. 17 blew in out of control on September 16—the escaping gas being well-nigh instantly ignited when the spreading gas reached the fire bed of a neighboring boiler. At the start, the flame was fed with 25,000,000 cubic feet of gas and about 5,000 barrels of oil; and for substantially seven weeks the torch burned menacingly.

In a short while after the conflagration started, the steel rig over the well was wrecked, and a number of near-by wooden rigs were destroyed. All told, five steel rigs and an equal number of wooden ones were torn down or blown to bits with dynamite to minimize the likelihood of the fire spreading. Something like 40 strings of tools ceased working on other wells lying within the danger zone. What was done finally to quench the flame at Getty's Nordstrum No. 17 should be mentioned so that we can understand the procedure adopted in the case of the Bell View well.

After all other efforts had failed, it was decided to drive a sloping tunnel 240 feet long so as to reach the casing of the well at a point about 50 feet below the ground surface. The tunnel was driven from a pit—the excavated

The Air-Driven Clay Digger Made Fast Work Possible

An Oil Well Fire Means a Hard Fight for Many, Many Days

Left, calking a joint in an oil well casing exposed in the working chamber at the bottom of a sloping tunnel, at a point fifty feet underground. Right, here is what happens when an oil well, blown in out of control because of high-pressure gas, becomes ignited.

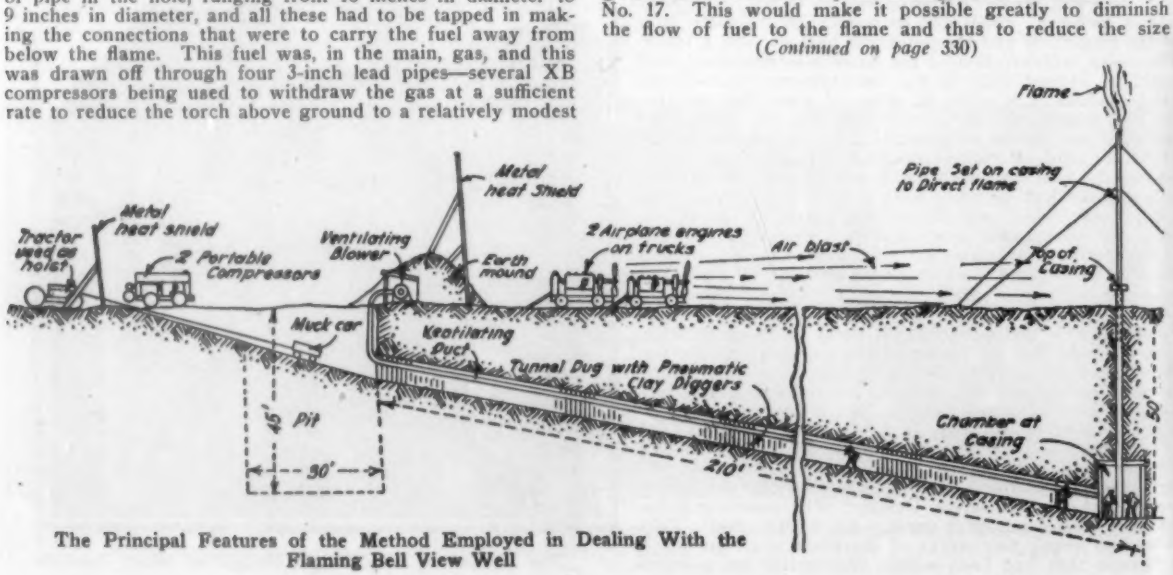
earth being banked up on the side nearest the blaze and serving as additional support to an asbestos shield 30 feet high and 70 feet long. Equipped with air-driven clay diggers—the air being furnished by two 7x6-inch portable compressors, the men began their toilsome and risky work of tunneling. Each crew consisted of two diggers, two muckers, and two timbermen; and each crew labored only for half an hour at a time.

In section, when timbered, the tunnel was 4 feet wide and 5 feet high, and sloped at an angle of approximately 15 degrees. The purpose of tunneling was to tap the piping of the well and to by-pass the oil and gas through other pipes passing rearward through the tunnel—thus reducing the fuel to the flame sufficiently to permit snuffing it by covering it with a metal cone. The method employed in tapping the well casing is similar to that in common use in tapping high-pressure gas and water mains in municipal systems.

In the case of Getty's No. 17, there were three strings of pipe in the hole, ranging from 16 inches in diameter to 9 inches in diameter, and all these had to be tapped in making the connections that were to carry the fuel away from below the flame. This fuel was, in the main, gas, and this was drawn off through four 3-inch lead pipes—several XB compressors being used to withdraw the gas at a sufficient rate to reduce the torch above ground to a relatively modest flame that could be snuffed out with a cone lowered into position by a caterpillar derrick. The driving of the tunnel and the completion of the difficult work called for substantially 28 days of continuous effort. The work on Getty's Nordstrum No. 17 was carried on under the direction of the General Petroleum Company, and the tunneling was finally carried out successfully by the Robinson-Roberts Company, engineers and contractors of Los Angeles.

With the experience gained in dealing with Getty's No. 17, the blowing in out of control of the Bell View high-pressure gasser presented nothing new as a fire-fighting problem. The destructive violence of the flame was disturbing only for a relatively brief period, during which neighboring property owners got together and guaranteed the funds necessary to carry on the battle with the ignited wildcat. It was decided that the best way to proceed would be to drive a slanting tunnel from the closest practicable point so as to reach the well casing substantially 50 feet below the ground surface and to tap the casing, as was done at Getty's No. 17. This would make it possible greatly to diminish the flow of fuel to the flame and thus to reduce the size

(*Continued on page* 330)



The Principal Features of the Method Employed in Dealing With the Flaming Bell View Well

Roof Work—Its Purpose

Receives Far More Attention as the Practice of Ventilating Burning Structures Grows—Vital to Efficient Fire Fighting Operations

The Gabled Roof Fire Provides Plenty of Work for the Truckmen

Here they are at work removing roof covering, which has been placed over old shingles, in order to find any fire which may be burning beneath the covering. Note, in the background, the roof ladder in position.

ROOF work is receiving more and more attention by present day fire fighting organizations. Since the advent of the practice of ventilating burning structures, greater attention is being given to the tops of buildings in which fires are being fought.

In the majority of cases the ventilating of a structure by opening up the roof can be considered nothing more than one of the steps in preparing the fire layout so that quick and efficient work may be done by the fire fighting organizations in bringing the blaze under control. Not only is the roof work necessary in fighting fires but it is equally important in the saving of life, particularly where an apartment house or tenement house becomes involved with fire, and the stairways are filled with smoke. Quick ventilation not only clears the stair and elevator shafts of the greater quantity of smoke and heat, but, in many cases, actually draws the fire up through these channels and prevents it from mushrooming on the various floors, or from entering the rooms adjoining the stair or elevator shaft on the top floor.

The appliances most commonly used for roof work include the roof, or hook ladder, which is nothing more than a beam ladder with two hooks on the end for fastening over the ridge, pike axe, tin cutters, claw tool, and roof rope. The function of the roof rope is dual, namely, to provide a means of escape in the event that the men are cut off and to raise appliances to the roof such as may be needed in the operations of the department.

The usual practice is to send the second due truck company, or members thereof, to the roof at once to ventilate—the first truck company remaining with the engine companies on the street to open up the building and otherwise assist the engine companies in getting lines in operation.

This procedure may be changed in the event that life is at stake. In properly ventilating a structure, which is burning within, small openings are of little use. The quantity of heat and smoke present, and the great rate at which they are generated, require large passages through which they may escape at the atmosphere above. Thus the usual practice is to uncover as many vertical shafts as are present in the building, and which the department can promptly uncover. Such includes skylights, scuttles, pent houses over elevators, scuttles over dumbwaiters, etc. In some cases, where the number of available openings is small, and where these openings are not of sufficient area, the roof is opened by cutting away the tin or other covering, and removing some of the boards. In opening up roofs of buildings for ventilation, care must be observed in providing protection for surrounding structures which may be exposed by this operation. For example, if the wind is blowing toward exposed structures, opening up a large area in the roof might result in the fire being driven toward such exposures and thus extend the fire. Hence the exposures surrounding the fire building, together with the direction of the wind, have a bearing on the point at which ventilation is provided. Outside of ventilation, roof work includes operations in extinguishing the fire, such as getting streams in on the top floor, in the attic, or at other points which can be reached by such streams.

The cellar pipe proves very effective for operating on fires which have involved cock-lofts or flat roof buildings. They are just as efficient for this work as

Roof is Opened to Reach Fire in Attic

In order to reach fire in attics of old type buildings, where they have gabled roofs, it is frequently necessary to open up the roof as shown in this picture which illustrates operations at a recent fire in New York City. Such openings, if made sufficiently large, enable the streams to strike the fire effectively.

they are for cellar fires, and more efficient than the distributor for this particular operation.

In fire fighting operations on gabled roofs, the roof ladder, as noted above, is brought into play. This provides a secure footing for the men engaged in opening up the roof and subsequently enables men on the roof to operate streams from a point of vantage. Due to the presence of attics in gabled roof buildings, roof work is most essential in bringing fires in such structures under control. The usual practice is to send the truck company to the roof to open up, first for ventilating, and after this, for getting lines in operation on the fire itself. Pick axe is very satisfactory for opening the roof as well as for removing shingles, tin, or other materials used as coverings therefor.

Truck companies well trained in roof work are a tremendous asset to any fire department. On their work frequently depends the control of the fire as well as the saving of life. They must be familiar both with straight truck company duties as well as engine company work. They must understand building construction, at least sufficiently to enable them to perform the work of opening up and reaching fire in the concealed spaces in the top part of buildings. The department which possesses truck companies meeting these qualifications is indeed fortunate.

Plans Made for Kansas Fire School

The first short course for firemen will be held June 3-6 in Newton, Kans., in conjunction with the annual convention of the Kansas State Firemen's Association and the Kansas State Association of Fire Chiefs.

One-half day of this time has been set aside for demonstrations and fire department contests. A number of prizes will be awarded. The school will have good instructors, and an excellent program has been prepared for those who will attend the convention. Chief F. Moore, Newton, Kans., is chairman of the exhibit committee.

Paris to Have Apparatus Exhibition

An international exhibition of fire apparatus is to be held in Paris from June 21 to July 7, in conjunction with the congress of the French Federation. Efforts are being made so that the exhibition will be complete, not only from the apparatus end, but also as regards scientific documents and everything pertaining to fire prevention and fire fighting.

The exhibition will be under the immediate and personal patronage of the President of the Republic, the presidents of the Senate and the Chambers of Deputies, the Ministers of the Interior, Education and Labour, as well as a number of distinguished foreigners.

Commandant G. Wattremez, Grand Palais, Avenue Alexandre III, Paris, is general secretary of exhibition. Any requests for information should be addressed to him. The display will be divided into five sections so that there will be groups on fire prevention, fire extinction, salvage, research and invention, and a special section devoted to records, statistics and the history of French and foreign fire departments.

Manila Holds Fire Prevention Day

Far off in the Philippine Islands, Manila observed its fire prevention day on March 2.

Literature somewhat similar to that used in this country was distributed to the residents of Manila. It was printed in both the native language and in English. One of the problems in Manila appears to be the danger from using candles and oil lamps. O. L. Vanderford, chief of the fire department, has been trying for five years to have a Fire Prevention Division established.

Bourne, Mass., May Buy Pumper—Chief Ralph Johnson is considering the purchase of a pumper.

What Should Modern Rules Include?

Rules for Assistant Superintendents and Operators of Fire Alarm Telegraph Systems Considered—Thirteenth of Series

IN this installment of the series of articles on the rules and regulations of fire departments are considered the rules pertaining to assistant superintendents of fire alarm telegraph systems and fire alarm telegraph operators. For the assistant superintendents there are seven rules contained in the forty-one reports analyzed, as compared with forty-six for the superintendents considered in the last issue of FIRE ENGINEERING. For the operators there are forty-five rules.

An analysis of the rules for assistant fire alarm telegraph system superintendents, numbering a total of seven rules, follows:

Eleven of the forty-one cities considered incorporate the following rule:

"The Asst. Supt. of Fire Alarm shall, in the absence of the Supt. of Fire Alarm, assume all the duties, responsibilities, and authority, of said official."

Only four cities enforce the following two rules:

"The Asst. Supt. of Fire Alarm shall perform such other duties are may be prescribed by the Supt. of Fire Alarm."

"The Asst. Supt. of Fire Alarm shall supervise and assign linemen for construction, or such work as may be deemed advisable, subject to the approval of the Supt. of Fire Alarm Telegraph Dept."

The rules which follow have been found listed in but one city each:

Baltimore, Md.

"The Asst. Supt. of Fire Alarm shall be on duty at the Fire Alarm Office from 8:30 A. M. to 5 P. M., daily, except Sundays and holidays or at such times as his services may be required."

"The Asst. Supt. of Fire Alarm shall report immediately to the Supt. of Fire Alarm Telegraph any undue delay in remedying lines or wire trouble, or any inattention on the part of employees of the department."

"The Asst. Supt. of Fire Alarm shall see that proper decorum and courtesy are observed by employees at all times."

Toledo, Ohio

"The Asst. Supt. of Fire Alarm shall keep a daily work report showing the amount and nature of all work performed by the linemen."

Fire Alarm Telegraph Operators

For fire alarm telegraph operators the rules number forty-five. These are to be analyzed as follows:

The following rule is incorporated in nine of the forty-one cities considered:

"All members who may, from time to time, be appointed detailed or assigned to Fire Alarm Headquarters shall cheerfully obey all instructions or orders received by them and perform such duties as may be required of them by the Chief Operator, Rules and Regulations of the Department, or the Chief of Department."

Six cities have incorporated the following two rules:

"Fire Alarm Operators shall report for duty promptly at the hour assigned and shall serve such tour of duty as may be required by the Superintendent of Fire Alarm."

"Fire Alarm Operators shall, upon reporting for duty, carefully inspect all instruments and equipment to insure that these are in order to correctly transmit alarms and signals. They shall test all circuits and batteries and will note any change in the strength of current or other irregularities."

Five of the departments consider the following five rules essential:

"Operators shall be responsible for the proper reception of all alarms, signals and messages, and shall transmit all alarms of fire without delay. When exact location of alarm is known, it shall be so transmitted to the entire department without any change whatsoever."

"Fire Alarm Operators, shall during their tour of duty, have full charge and control of the fire alarm apparatus, and shall keep it clean and in good working order at all times. They shall allow no person to have access thereto except by permission of their superior officers."

"Sleeping while on duty shall be considered sufficient cause to forfeit an operator's position in the department. An operator who may be unable to report for his regular tour of duty must notify the Superintendent of Fire Alarm at the earliest possible moment."

"Fire Alarm Operators shall extend courteous treatment any pay such attention to visitors as the duties of the office will permit, but frequent visits or loafing about the office by personal friends or members of the department is hereby strictly prohibited and will not be tolerated."

"They shall perform such other duties as may be prescribed by the Superintendent of Fire Alarm."

Out of the forty-one cities four require the following two rules:

"Fire Alarm Operators shall familiarize themselves with the routes of circuits and location of fire alarm boxes. When linemen are testing out or 'shooting' trouble, the operator on duty will give close attention to their movements over such circuit or circuits."

"Operators shall note on the daily log, all particulars concerning signals received, alarms sent out, trouble on the lines, breaks of the register tape, or anything else of possible interest to the department which may transpire during their tour of duty; they shall note exact time and date at which each matter of record took place, and the name of the operator on duty. The relieving operator shall initial the log as an acknowledgement that he has noted the entries made by preceding operators."

These seven rules are enforced in three of the departments:

"Operators shall, before leaving their watch, thoroughly acquaint the operator reporting for duty, with every detail of existing conditions and shall see that every item of such information is thoroughly understood."

"Operators shall report any mistakes made during their tour of duty, what steps were taken to remedy trouble on the lines, the name of the lineman detailed for that purpose and the result of such operation. They shall report any tardiness or remissness in duty on the part of relieving or preceding operators."

"They shall keep an accurate record of the time of receiving each alarm, the name of the officer in charge and of the apparatus responding. They shall notify the Chief, and all companies not responding as soon as absent companies report back."

"Operators shall notify the Superintendent of Fire Alarm of all wire and instrument trouble that they may have noticed."

"Fire Alarm Operators shall not leave the operating room, except in case of necessity; even then one man shall be on the floor."

"No civilian visitors shall be permitted in the Fire Alarm station unless they have first obtained permission from Chief or Deputy Chief or unless they are accompanied by a Chief Officer."

"Fire Alarm Operators shall take every precaution to prevent breaks or mutilations of the register tape; should any breaks occur, they shall note the cause immediately under such break or mutilation."

(To be continued)

Brattleboro, Vt., May Buy Aerial Truck—Brattleboro, Vt., is considering the purchase of an aerial ladder and the erection of a central fire house.

Kingston, N. Y., May Have Drill Tower—Chief Murphy and fire department officials of Kingston, N. Y., inspected the drill tower in Albany, N. Y., to get ideas for a tower that may be erected in time for the Kingston fire school.

Fire Department Salaries in 1929

Series of Tables Showing Amounts Paid All Grades of the Fire Department in January of This Year

FOLLOWING are the first of a series of tables giving valuable information as to the salaries which prevailed in fire departments in all parts of the United States and Canada as of January, 1929, for all grades from the Chief to first year privates, and including Deputy or Assistant Chiefs, District or Battalion Chiefs, Captains, Lieutenants, Master Mechanics, Engineers, Chauffeurs, Electricians, Fire Alarm Operators and the Secretary to the Chief. The cities are arranged according to population, and the number of men in each Fire Department is given.

Some interesting comparisons are shown in the column devoted to maximum pay of privates. For instance, for New York, with a population of 6,000,000, the rate is $2,500, while that of Yonkers, N. Y., with only 123,000, is the same. On the other hand, in Montreal, the sixth city in the list, and in Baltimore, Md., the ninth, the maximum is only $1,700.

These tables have been compiled by and are published through the courtesy of the International Association of Fire Fighters and will run through several issues of FIRE ENGINEERING until completed. They will include cities ranging in population from 6,000,000 to 4,200 and will cover all sections of the United States and Canada:

SALARIES THAT PREVAIL IN FIRE DEPARTMENTS IN THE UNITED STATES AND CANADA, JANUARY, 1929.

City.	Population.	No. of Men.	Chief.	Deputy or Asst. Chief.	District or Battalion Chief.	Captains.	Lieutenants.	Maximum pay.	3d year.	2d year.	1st year.	Master Mechanic.	Engineers.	Chauffeurs.	Electricians.	Fire Alarm Operator.	Secretary to Chief.
New York, N. Y.	6,000,000	6,400	$12,500	$7,000	$4,790	$4,000	$3,400	$2,500	$1,980	$1,769	$1,769		$2,920				$4,500
Chicago, Ill.	3,000,000	2,400	8,000	6,800	4,000	3,200	2,900	2,500	2,440	2,320	2,140	$4,500	2,800	$2,500	$3,900		
Philadelphia, Pa.	2,050,000	2,077	5,500	3,500	2,650	2,250	2,150	2,007	2,007	1,825	1,643	2,600	2,050				1,950
Los Angeles, Calif.	1,300,000	1,620	7,200	5,400	3,600	3,000	None...	2,400	2,280	2,160	2,040	3,600	2,700	2,580			3,600
Cleveland, Ohio	1,147,000	1,058	6,440	4,416	3,543	2,746	2,613	2,419	2,300	2,070	1,800	3,981	2,724		2,613	$2,613	3,343
Montreal, Que.	1,032,385	950	5,000	3,600	2,800	2,160	1,980	1,700	1,500	1,400	1,300	2,800	1,800	1,700		1,980	1,800
Detroit, Mich.	995,000	1,979	7,000	5,000	4,008	3,180	2,880	2,520	2,520	2,200	2,100	5,280	2,700		3,528	2,640	
St. Louis, Mo.	900,000	969	5,600	4,000	3,420	2,520	2,280	2,160	2,160	2,160	1,920	3,600	2,280			2,160	3,000
Baltimore, Md.	835,000	1,447	5,000	3,800	2,900	2,000	1,873	1,700	1,700	1,600	1,500	2,900	1,950		2,000	2,300	
Boston, Mass.	800,000	1,470	6,500	4,000	3,500	2,600	2,400	2,100	1,800	1,700	1,600	3,500	2,200			2,600	1,900
San Francisco, Calif.	750,000	1,248	7,200	4,800	4,200	2,820	2,670	2,400	2,400	2,280	2,160		2,640	2,520			
Pittsburgh, Pa.	650,000	932	5,000	3,500	3,000	2,460	None...	2,040	2,040	1,920	1,800	3,600	2,220	2,124		2,310	2,340
Buffalo, N. Y.	622,000	976	5,800	3,786	3,500	2,850	2,550	2,250	2,250	2,250	1,950	3,500	2,430			2,370	2,730
Toronto, Ont.	600,000	652	7,000	5,000	3,050	2,350	2,100	1,950	1,650	1,550	1,450	2,350				1,950	
Milwaukee, Wis.	589,000	799	6,000	3,600	3,120	2,420	2,280	2,040	2,040	1,980	1,920	3,120	2,280	2,040		2,040	2,940
Washington, D. C.	552,000	884	5,200	3,500	3,250	2,500	2,350	2,100	1,900	1,900	1,800	3,250			7.12 da.	1,920	3,500
Newark, N. J.	500,000	900	6,000	5,000	4,000	3,200	None...	2,500	2,500	2,200	2,100	5,000				2,500	4,300
Minneapolis, Minn.	491,000	554	5,000	3,600	2,880	2,280	2,220	2,040	2,040	1,920	1,800	3,120	2,160	2,100	2,220	2,220	3,120
Seattle, Wash.	461,000	720	6,000	3,420	3,000	2,460	2,400	2,160	2,100	2,040	1,920	3,000				2,400	2,640
Cincinnati, Ohio	456,000	636	6,000	4,000	3,500	2,200	2,100	1,860	1,740	1,620	1,500	3,540		1,920		2,280	2,280
Kansas City, Mo.	455,000	472	4,700	3,600	2,700	2,010	1,860	1,740	1,740	1,740	1,680	2,400		1,800	2,010	2,010	3,000
New Orleans, La.	428,000	678	5,000	3,739	3,000	2,184	2,124	1,884	1,884	1,884	1,884	4,000	2,109	1,839			2,724
Indianapolis, Ind.	400,000	604	4,800	3,400	2,692	2,492	2,292	2,026	2,026	2,026	2,026	3,000		2,092		2,026	2,692
Portland, Oreg.	361,000	518	4,800	3,744	3,000	2,640	2,496	2,232	2,160	2,040	1,920		2,400	2,232	2,400	2,400	2,700
Louisville, Ky.	355,000	343	4,500	3,500	2,700	2,000	1,715	1,643	1,643	1,552	1,460	2,500	1,715			1,800	1,800
Rochester, N. Y.	325,000	308	4,935	3,675	3,100	2,600	2,400	2,100	2,100	2,100	1,785	2,730					
Jersey City, N. J.	325,000	373	6,000	5,000	4,000	3,200	None...	2,300	2,100	2,100	2,100	4,000				2,300	3,400
Toledo, Ohio	325,000	438	4,200	3,690	3,150	2,730	2,610	2,400	2,400	2,160	1,920	2,940	2,560		2,784	2,730	3,090
Columbus, Ohio	318,000	374	3,720	2,880	2,340	2,220	2,040	1,920	1,860	1,800	1,680	2,580			1,980	1,980	2,580
St. Paul, Minn.	315,000	462	4,000	3,624	2,671	4,083	None...	1,838	1,816	1,646	1,577	3,234	1,961	1,838		2,043	2,064
Oakland, Calif.	300,000	393	5,400	4,200	3,600	2,820	2,670	2,400	2,400	2,280	2,160	3,900	2,640	2,520		2,580	
Denver, Colo.	300,000	405	4,200	3,000	2,700	2,160	2,040	1,920	1,860	1,800	1,740	2,580	2,040		1,920	1,920	2,580
Atlanta, Ga.	291,000	323	5,000	3,066		2,373	2,352	2,100	1,900	1,800	1,700	2,625	2,224		2,373	2,352	3,066
Dallas, Tex.	270,000	386	5,000	3,300	2,160	1,830	None...	1,710	1,710	1,680	1,455	2,320	1,830	1,710		1,710	2,850
San Antonio, Tex.	270,000	257	3,000	2,100	1,590	1,560	1,440	1,320	1,320	1,320	1,320	2,100		1,380	2,280	1,440	1,800
Houston, Tex.	270,000	367	3,600	2,700	2,100	1,800	1,680	1,470	1,470	1,365	1,290	1,980	2,400	1,590		1,800	1,920
Providence, R. I.	270,000	464	4,576	3,432	3,380	2,510	2,309	2,108	2,007	1,906	1,806	2,710				2,107	2,718
Akron, Ohio	250,000	177	4,500	3,200	3,080	2,400	None...	2,079	2,016	1,953	1,800	2,835	2,211		2,400	2,079	2,400
Memphis, Tenn.	250,000	307	4,800	3,000	2,640	2,100	1,850	1,680	1,680	1,680	1,500	2,500		1,740	1,980	1,680	2,400
Vancouver, B. C.	250,000	318	3,840	3,240	2,520	2,016	None...	1,800	1,800	1,680	1,560	2,448	2,016	1,800			1,860
Birmingham, Ala.	225,000	300	5,000	3,240	3,060	2,340	2,280	1,920	1,860	1,800	1,740	3,000	2,340	1,980	2,280	2,120	2,400
Omaha, Nebr.	220,000	307	4,500	3,860	3,360	2,460	2,310	2,160	2,040	1,920	1,800	3,360		2,160			2,700
Richmond, Va.	204,000	322	3,500	3,000	2,425	1,920	1,860	1,620	1,620	1,500	1,380	2,450	1,820			1,820	1,800
Worcester, Mass.	200,000	351	5,000	3,750	3,000	2,750	2,550	2,190	2,190	2,190	2,007	2,875			2,264	2,246	2,750
Ft. Worth, Tex.	200,000	256	3,600	2,520	2,220	1,800	1,680	1,560	1,440	1,320	1,260	2,280			2,352	1,680	2,220
Winnipeg, Man.	200,000	284	3,900	3,000	2,640	2,256	1,860	1,740	1,620	1,500	1,440	2,220				1,800	2,436
Syracuse, N. Y.	200,000	420	4,900	3,040	2,740	2,220	2,200	2,040	1,920	1,860	1,800	2,740	2,170			2,240	1,500
Norfolk, Va.	188,000	297	4,000		2,820	2,199	None...	1,899	1,740	1,620	1,620	2,820	2,004			1,899	
New Haven, Conn.	187,000	335	5,000	3,300	2,755	2,472	2,199	2,107	2,107	1,916	1,825		2,199		2,290	2,107	
Dayton, Ohio	183,000	212	$4,000		$3,000	$2,280	$2,100	$1,920	$1,920	$1,920	$1,836	$2,400			$2,100	$2,040	$2,280
Youngstown, Ohio	180,000	136	3,540	$2,560		2,240	None...	2,040	2,040	2,040	1,800	2,220	$2,220				2,700
Hartford, Conn.	172,000	285	3,500	4,000	3,000	2,500	2,375	2,200	2,200	2,200	2,000	3,500	2,350		2,200	2,300	
Nashville, Tenn.	172,000	194	4,200	3,540	2,940	2,160	2,100	1,920	1,920	1,920	1,920		2,100	$1,980	2,100		1,860
Grand Rapids, Mich.	171,000	275	4,000	2,850	2,500	2,007	1,916	1,825	1,825	1,643	1,551	2,491	1,916	1,825	2,200	2,007	2,100
Des Moines, Ia.	168,000	191	4,000	3,000	2,820	2,280	2,100	1,920	1,920	1,920	1,740	2,280				1,920	2,820
Tampa, Fla.	165,000	110	4,500	3,000	2,580	2,340	2,220	1,788	1,788	1,716	1,422	2,340				2,700	1,200
Tulsa, Okla.	160,000	128	4,500	3,120		2,700	None...	2,400	2,040	1,800	1,680	3,000	2,580	2,520	2,400	2,400	2,520
Springfield, Mass.	152,000	344	5,000	3,650	3,139	2,701	2,500	2,190	2,190	2,099	1,953	2,755	2,263				1,800
Scranton, Pa.	150,000	221	3,000	2,420	2,160	2,040	1,980	1,920	1,920	1,800	1,680	2,160	1,980		2,640	1,320	1,440
Flint, Mich.	150,000	152	5,500	3,180		2,620	2,320	2,160	2,160	2,040	1,920	2,560		2,220		2,160	
San Diego, Calif.	150,000	176	4,500	3,600	3,000	2,520	2,460	2,220	2,100	1,980	1,800	3,000	2,400	2,340		2,340	3,000
Jacksonville, Fla.	150,000	100	4,500	3,690		2,400	2,250	1,890	1,890	1,890	1,740	2,400	2,100	2,070	2,040		2,490
Chattanooga, Tenn.	150,000	120	3,000	2,400		2,160	2,100	1,920	1,920	1,920	1,680	2,400	2,040	1,920	2,400	1,920	
Long Beach, Calif.	150,000	168	4,500	3,600	3,000	2,700	2,700	2,400	2,340	2,220	2,070	3,000	2,580	2,460	2,580	2,400	3,000
Bridgeport, Conn.	145,000	266	5,500	3,300		3,000	2,700	2,300	2,300	2,200	2,100	3,500	2,600	2,700	2,700	2,300	3,500
Paterson, N. J.	145,000	234	4,200	3,200	3,000	2,500	None...	2,200	2,100	2,000	1,900	2,700	2,325	2,400		2,300	
Trenton, N. J.	140,000	228	4,400	3,600	3,300	2,800	2,700	2,400	2,100	2,000	1,950	3,200				2,000	2,000
Camden, N. J.	135,000	202	4,000	2,840	2,520	2,400	2,280	2,040	1,680	1,560	1,300		2,280				1,920
Erie, Pa.	135,000	138	3,360	2,820	2,280	2,160	2,100	1,920	1,840	1,680	1,608	2,700		1,980		1,440	
Salt Lake City, Utah	135,000	114	3,600	2,460	2,340	2,040	1,920	1,740	1,740	1,620	1,500	2,400	1,740	1,740	1,740	1,740	1,920
Hamilton, Ont.	135,000	169	4,000	2,800	2,200	2,000	1,900	1,750	1,750	1,512	1,407	2,000			2,000		1,800
Oklahoma City, Okla.	135,000	150	3,600	2,520	2,280	2,100	1,920	1,800	1,800	1,710	1,525	2,280	1,800		2,040	1,800	2,100
Quebec, Que.	133,000	186	3,600	2,600	2,000	1,560	1,456	1,274	1,222	1,170	1,040	1,716	1,404	1,378	1,300	1,800	2,000
Spokane, Wash.	132,000	173	3,180	2,484		1,992	1,860	1,800	1,800	1,662	1,512	2,340	1,932		1,860	1,800	2,058
Fall River, Mass.	132,000	196	3,850	3,080	2,750	2,358	2,157	2,007	2,007	2,007	1,606	2,497			2,157	2,007	2,157
Miami, Fla.	132,000	160	5,000		3,120	2,400	2,280	2,160	2,160	2,040	1,920	2,580	2,220			2,160	2,160
Tacoma, Wash.	130,000	154	3,000	2,520		2,280	2,160	2,040	2,040	1,920	1,800				2,520	2,040	2,160
Wilmington, Del.	126,000	161	3,300	2,310		2,090	1,980	1,650	1,650	1,650	1,540		1,760				2,400
Kansas City, Kans.	126,000	162	3,600	3,000	2,800	2,160	None...	1,980	1,920	1,860	1,800	2,400	2,160	1,980		1,200	
Ft. Wayne, Ind.	124,000	158	3,060	2,580	2,460	1,980	1,890	1,800	1,800	1,800	1,710	2,400			2,100	1,800	1,800
Albany, N. Y.	124,000	214	4,000		2,400	2,150	2,050	1,800	1,800	1,700	1,500	2,400	2,400	1,800	1,900	1,900	1,500
Cambridge, Mass.	124,000	190	4,250	3,500		3,000	2,750	2,190	2,190	1,982	1,782	3,000	2,482				2,190
Yonkers, N. Y.	123,000	189	5,000	3,800		3,300	2,800	2,500	2,300	2,100	1,940	2,800			3,000	2,500	2,600
Duluth, Minn.	123,000	153	3,500	2,820	2,520	2,430	2,100	1,920	1,860	1,800	1,740	2,460		1,950	2,100	1,620	1,800
Ottawa, Ont.	123,000	179	4,017	2,472	2,369	2,060	1,957	1,751	1,648	1,545	1,456	2,060			1,905	1,751	2,060
Elizabeth, N. J.	120,000	146	4,110	3,263	2,960	2,567	2,288	2,150	2,150	1,941	1,816	2,567					2,600
Canton, Ohio	120,000	100	3,200	2,700		2,500	2,250	2,040	2,040	2,040	1,750	2,500					2,500
New Bedford, Mass.	119,000	218	3,850	3,080	2,750	2,431	2,288	2,007	2,007	2,007	1,708	2,610		2,128		2,288	1,820
El Paso, Tex.	117,000	96	3,600	3,000		2,701	1,860	1,680	1,560	1,500	1,440	2,400	1,740	1,680		1,680	1,860
Waterbury, Conn.	116,000	212	6,000	3,500		2,500	2,300	2,000	2,099	2,099	2,007	1,916	2,800		2,190	2,099	2,800
Lowell, Mass.	113,000	208	3,500	2,700	2,300	2,036	1,934	1,825	1,825	1,642	1,460			1,934			
Knoxville, Tenn.	110,000	128	3,000	2,400		1,860	None...	1,620	1,620	1,620	1,440	2,100	1,740				
Gary, Ind.	110,000	139	3,900	3,000		2,520	2,280	2,160	2,160	2,160	1,920	2,400		2,220	2,280		1,320
Utica, N. Y.	109,000	170	4,000	2,700	2,300	2,150	2,050	2,000	1,850	1,700	1,550	2,200	2,050				2,000
South Bend, Ind.	105,000	131	3,500	2,800		2,340	2,100	2,040	2,040	2,040	1,800	2,340	2,040	2,040	2,040	1,500	2,340
Sacramento, Calif.	105,000	181	4,200	3,600		2,700	None...	2,400	2,280	2,160	2,040	2,496	2,580				2,400
Lynn, Mass.	104,000	184	3,250	2,850	2,650	2,500	2,250	2,000	2,000	1,900	1,800	2,650	2,035	2,000	2,750	1,800	1,956
Somerville, Mass.	102,000	138	3,600	3,000	2,900	2,750	2,500	2,196	2,196	1,976	1,703	2,750		2,190		1,866	

(To be continued)

THE ROUND TABLE

For Practical Discussion of Current Fire Department and Fire Management Problems

ONE thing stands out very sharply to persons who have made a study of fire department runs. It is the relation between false alarms and accidents. Of course, there is no scientific foundation for the following premises, but reports received from fire departments all over the country, indicate that the statement is not a wild one:

Most fire department accidents to both men and apparatus appear to occur when the company is answering a false alarm or else responding to a fire of a very trivial nature.

False alarms are therefore a very serious matter. If the number of such runs can be decreased or possibly eliminated, not only will the safety of the men be improved, but the cost of fire department operation will be reduced. If, in the cold, dollar-chasing game, the taxpayer is not interested in the hazardousness of the calling, he will be concerned in knowing how his tax payments may be reduced.

Here is the Problem

What method do you employ for reducing the number of false alarms?

So many replies have been received to this problem that it was necessary to continue it from the previous issue. The problem in full is printed in the box on this page. In the box on the following page is the question that will be treated in the next issue. If you have some comment that you would like to make on the next problem, or if you have one of your own that you would like to see treated in this department, write to the "Round Table Editor," FIRE ENGINEERING, 225 West 34th St., New York, N. Y. The service is free.

The Problem

A number of worthwhile ideas are contained in the suggestions sent in from all over the country. The methods employed to reduce false alarms where the automatic telephone system has been installed, are particularly interesting. The replies received follow:

John J. Hunt, Captain, Los Angeles County, Inglewood, Cal.: Firemen should go to each house and explain that firemen are for the resident's protection. A false alarm may take apparatus away from fighting a fire in another part of the town. They should be told that even answering a false alarm is risky.

Boy Scouts help. The boys should be explained the details of fire department operation, should be shown through the quarters, and have men in full uniform talk to them.

There should be good cooperation from the police department.

The public should know that a fire department is not a plaything, and right of way should always be demanded for the apparatus. When taking a phone call, always ask the party for their address. It only takes a few seconds.

J. H. Fuller, Chief, Vicksburg, Miss.: This city with 20,000 population has had forty-two false or unnecessary alarms last year, about half of these were prompted by persons wanting to see the apparatus speed by. It is almost impossible to catch the culprit. If one is apprehended he would be given a maximum jail sentence.

If a call that comes over the telephone proves to be false, the Central exchange is notified and an attempt is made to trace the call. We then learn why the alarm was turned in. If the excuse is not satisfactory, the case is turned over to the Police Department for investigation. In many cases the persons will apologize. Then we have no alternative but to say, "Don't let it happen again."

Ben F. Bangerter, Chief, Mankato, Minn.: At every opportunity when working among school children, Boy Scouts and so forth, the seriousness of turning in false alarms is considered. During the last few years, false alarms have been rare. There is a standing reward of twenty-five dollars for information leading to the arrest and conviction of the sender of false alarms. This reward is posted by the city council.

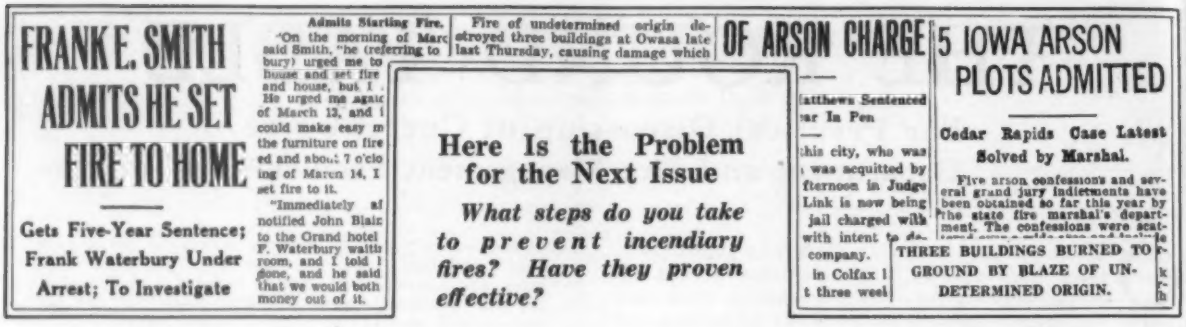
Immediately after the installation of the automatic telephone several years ago, a number of malicious false alarms were received over the phone. The sender believed he was safe from detection since the call was not handled by a telephone operator and it would be impossible to trace the call back. Through cooperation with telephone officials, this trouble was eliminated by the installation of a phone at the operator's desk in the telephone exchange. This phone is tapped in on the fire alarm line. When a signal is received on this line it is allowed to operate twice which gives both the fire department and telephone operator a chance to get on the line at the same time. The telephone exchange operator listens in and after conversation has been completed, holds back the automatic connection long enough to trace back the call. Once this arrangement was installed, no further trouble was experienced.

Jesse A. Fisher, Chief Fire Marshal, Annapolis, Md.: In this city if the fire department is called by phone, the person must tell the telephone operator if a fire is being reported and then give their name before the connection is made.

We are not bothered much with false alarms. But when we do get one it is almost impossible to trace the source of the telephone call, especially if it is a party line. When false alarms are received, we try our best to trace them with the assistance of the telephone operator. This is very difficult even under the best supervision.

John Q. Hawk, Chief, Moline, Ill.: I have found that newspaper publicity is the best cure for false alarms. Every time we have a false alarm the facts are given to a reporter and an article prepared upon the danger of these runs to the firemen, and so forth. I have noticed that this practice has gradually reduced the number of false alarms. I believe that a good article well written does more good to make the average young man ashamed of such tricks than do threats, fines and legislation.

J. E. Held, Chief Alliance, Ohio: False alarms make the most perplexing problem that the department has to face. We have reduced the number of false alarms by employing propaganda, lectures in school and at Boy Scout meetings, and by locating the fire alarm boxes at well lighted corners and prominent places. We find the most false alarms are turned in by children. By sending a man back next day to the spot where the alarm was turned in, and mingling with the children playing there, we soon learn who sent in the call. When an adult turns in the call, and we learn who it is after investigation, and we have often been successful, we turn the person over to the courts.


FRANK E. SMITH ADMITS HE SET FIRE TO HOME
Gets Five-Year Sentence; Frank Waterbury Under Arrest; To Investigate
Admits Starting Fire.
"On the morning of Marc
said Smith, "he (referring to
bury) urged me to
house and set fire
and house, but I
He urged me again
of March 13, and I
could make easy m
the furniture on fire
ed and about 7 o'clo
ing of March 14, I
set fire to it.
"Immediately af
notified John Blair
to the Grand hotel
F. Waterbury waitin
room, and I told h
done, and he said
that we would both
money out of it.
Fire of undetermined origin de-
stroyed three buildings at Owasa late
last Thursday, causing damage which
Here Is the Problem for the Next Issue
What steps do you take to prevent incendiary fires? Have they proven effective?
OF ARSON CHARGE
atthews Sentenced
ar In Pen
his city, who was
was acquitted by
fternoon in Judge
Link is now being
jail charged with
with intent to de-
company.
in Colfax l
t three week
5 IOWA ARSON PLOTS ADMITTED
Cedar Rapids Case Latest Solved by Marshal.
Five arson confessions and several grand jury indictments have been obtained so far this year by the state fire marshal's department. The confessions were scat-
THREE BUILDINGS BURNED TO GROUND BY BLAZE OF UNDETERMINED ORIGIN.

Ross Schmidt, Chief, Crookston, Minn.: Our city has a population of seven thousand, and no false alarms were received last year. Our department consists of four paid men and twenty call men who are paid two dollars each for every alarm.

Twice a year I have articles in the newspapers explaining to the public the cost of an alarm to the city and that if they doubt if there is a fire, that a still alarm should be turned in so that only paid men will answer the call. When you explain to the taxpayers that every false alarm costs about forty dollars because of the call men, you will not have to answer any false alarms.

John H. Espey, Chief, Elmira, N. Y.: During the past year we received thirty-three false alarms—twenty-five by box and eight by telephone. It was necessary to change the fire alarm box from a glass front to a "key" box, that is the old type box where a key is obtainable from one of the four corner residences. Two boxes were changed. Since most false alarms came in from them, the remedy was quite effective. In another instance, one of our men succeeded in locating one cause. A feeble minded youth was arrested and placed on probation.

We were able to locate the telephone calls through the assistance of the chief operator of the New York Telephone Company. We found that a lad of ten years was sending in false alarms for diversion. The cause was due to lack of parents' supervision. The lad and a younger brother had been left alone night after night, unattended. The parents were threatened with court action, and this trouble was eliminated.

August Gerstung, Chief, Elizabeth, N. J.: We receive very good cooperation from the Police Department. A policeman responds to all fires. Upon our arrival at a box if the call proves to be false, the police officer at hand is notified and he starts an investigation. If the guilty person is found, he is fined or sent to jail.

Adam R. Ritter, Chief Engineer, Clifton, N. J.. We have tried to end the trouble by placing warnings in the newspapers but without result. I have four stations from which false alarms are sent. We have asked persons in these sections to watch, and good results have followed.

Wm. F. McCall, Chief, Stoneham, Mass.: We are replacing all our old boxes with the bell-door type and find that it has reduced our false alarms. In the past two years, we have had but three false runs. Normally we would have from twelve to fifteen a year.

George Rehm, Chief, Mobile, Ala.: The city has an ordinance which provides fine and imprisonment for any one caught sending a false alarm. The city offers a fifty-dollar reward to any one furnishing information for the conviction of an offender.

James Warnock, Chief, Swampscott, Mass.: Since the selectmen of this town posted a reward of fifty dollars a few years ago, for evidence leading to the conviction of a false alarm fiend, we only have about one false alarm a year. This community has a population of 10,000.

Jim Taylor, Chief, Pargould, Ark.: We depend on the telephone for our fire alarm system. The public is requested to know definitely where the fire is before the call is sent. Something is placed in the daily paper each month telling the readers what it costs the city every time they turn in a false alarm. We have very few false alarms and hope to have less this year.

Albert B. Boy, Chief, S. Manchester, Conn.: We place articles in the newspaper explaining the danger and the cost of false alarms. I tell them what a poor sport it is, and I believe in this way, we secure the cooperation of the public. We also work with the polic in trying to eliminate the false alarm trouble.

E. P. Bailey, Chief, Fairfield, Ia.: I try to trace the calls through the telephone company, and I insert notices in the daily paper. I don't get too rough. If you do, more alarms will be turned in.

R. M. Milan, Chief, Huntsville, Ala.: We depend on the telephone for our fire alarm system. If any one is caught sending in a false alarm, he is fined from five to fifty dollars.

Charles G. Alford, Chief, Anderson, Ind.: We offer ten dollars reward for conviction evidence, and we have both jail and fine sentences for the guilty persons.

Charles O. Spear, Jr., Chief, S. Portland, Me.: We solve the trouble by enforcing the following ordinance:

"No person shall knowingly send a false alarm of fire within the city limits and any person who violates

(*Continued on page* 382)

Chief Peter Denger to Resign

Peter Denger, head of the fire department in Davenport, Ia., who was confined to his bed for a year and a half, has tendered his resignation to become effective May 9, after he has rounded out forty years service in the department.

This action was no surprise. He had been ill for some time and was unable to get about. Firemen and officers visited him constantly and he was in continual touch with fire department affairs. Lately his eyesight started to fail, and Chief Denger realized that his days as a fire-fighter were over. The chief is approaching his seventy-first birthday.

Chief Peter Denger

Chief Denger was head of the department for the past nineteen years. Throughout the forty years that he has been a fire-fighter, he was alwas urging modern fire-fighting methods and the use of more modern apparatus. He was among the first to urge motor apparatus. Chief Denger entered the fire service in the days when the pay was small and the work arduous. It was truly a case of loving the work.

First Assistant Chief James Quinn, as well as several other officers, are being considered as candidates for chief of the department when Chief Peter Denger retires May 9.

WITH THE EDITOR

Indemnity Insurance for Firemen

A recently enacted law in New York State has an important bearing on the problem of indemnity for firemen injured in the line of duty. Unless there is a pension fund available in the fire department, in many cases there is no provision to take care of firemen who suffer injuries while performng their work, or, in case of loss of life at a fire or through accident, to provide for the family of the deceased member of the department.

This act, which was approved last February by the Governor, amends Section 205 of the General Municipal Law of New York State so as to permit a municipality to contract for indemnity insurance covering the liability of the city for injury to firemen.

The importance of this legislation can easily be realized. Lacking the protection of the pension fund, which is by no means general in fire departments, the fireman has no protection and if his injuries should be such as to permanently disable him, he would be in very serious case, with no redress of any kind. On the other hand, it could hardly be expected that the city would bind itself to spend large sums in indemnity for such injuries or in making provision for the family of the unfortunate member who loses his life in the performance of his duty.

This law enables a very sensible solution of the problem. For a comparatively small amount it allows the municipality to take out insurance against liability for injury to firemen and thus, though indirectly, provides a means for the payment of indemnity to the families of any who may lose their lives, or to any members who may be injured in action.

This plan should appeal to city authorities of other states which have no such laws upon their statute books.

Sectional Schools for Small Departments

At a meeting of the Mayors' Conference of New York State and the New York State Association of Fire Chiefs, held recently in Albany, N. Y., a plan was formulated whereby a series of sectional schools for the firemen of small departments may be held in various parts of the state. The plans, as they stand at present, are to establish schools in each of twelve districts, corresponding to the zones into which the state has been divided for this purpose. Each of these schools will form a nucleus from which information on all matters of fire fighting and fire prevention can be disseminated. The schools will be primarily for the benefit of the smaller fire departments of each section.

This movement is one that should be of great and lasting benefit to all of the fire departments involved. The fire-fighting forces of the smaller cities and towns more urgently need just such an opportunity for instruction than do the departments of larger municipalities, which have their own schools. The smaller volunteer fire departments, on the contrary, have little chance for such instruction to their members, and they must pick up at random whatever information they can glean as to the sciences of their fire fighting and fire prevention. The plan proposed gives each man a chance to study and learn the technics of his profession. At first hand and through the medium of the best teachers that can be produced.

This plan, if properly put into effect, will result in great benefit to small volunteer departments and the efficiency of such departments will be greatly increased.

Is Parking Ban Solution of Traffic Problem?

Any suggestion that may form a solution of the traffic problem is of especial interest to the Fire Chief. Such a suggestion was recently made by Lemuel B. Schofield, Director of Safety of the city of Philadelphia, at a luncheon of the Broadway Association in New York City. This suggestion is no less than the absolute prohibition of the parking of automobiles in the city streets.

This is by no means the first time that this radical solution of the problem has been put forth—in fact it crops up periodically and is advanced seriously by men who have given the vexing traffic problem serious thought.

Of course, from the ideal standpoint, the absolute abolition of parking would provide an immense improvement in the traffic situation in the crowded city. There is little relief in prospect from the congested condition of our streets; in fact, with mass production of low priced cars on the increase, the indications are that it will grow worse, before it is bettered. Such being the case, perhaps radical measures, such as this suggested by Mr. Schofield, may become necessary. Certainly, from the viewpoint of the fire department, the parked car is a very serious menace and a great hindrance to the fighting of fire and the rapid movement of apparatus through the public streets.

Probably the nearest approach to this solution of the difficulty, would be the building of a series of city garages—or, as an alternate, private garages under city control—of several stories in height and located sufficiently close together to avoid hardship to the car owners in going about their affairs, and for the temporary use of which a nominal fee would be charged. Such a plan might easily be made to pay expenses, if all cars were compelled to use such garages, and none

allowed to park on the public streets. Without such a plan, or some modification of it, the hardship inflicted not only on the owners of cars themselves but also upon trades-people in the loss of custom, might prove a difficulty in the enforcement of such a rule for the prohibition of parking. It would, undoubtedly, result in litigation, both by the shopkeepers and the automobile owners.

On the other hand, the reasonable restriction of promiscuous parking can more easily be carried out in any city, and such regulation may be so arranged as to prevent the blocking of the streets by these encumbrances to a very large extent. This may be accomplished by the restriction of the time of standing, the prohibition of angle parking, the allowing of idle cars on only one side of the street, and so on. Many cities allow parking on side streets only, where traffic is not apt to be so congested, and absolutely prohibit cars from stopping any length of time on any main artery of travel.

Of course, one of the most important elements of the traffic situation and one that is not so difficult of accomplishment as it may seem, is to obtain the cooperation of the automobilists themselves. If this can be brought about and by education the car owner can be persuaded that the solution of the parking problem lies in his hearty cooperation with the authorities, a long step in advance would be accomplished.

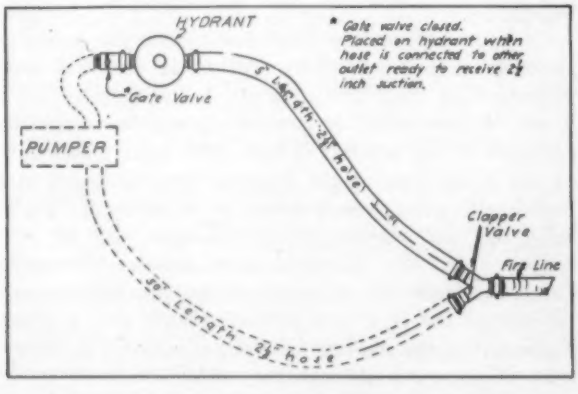
CORRESPONDENCE

Hydrant and Hose Connection

To the Editor:

In the February 6, 1929 issue of FIRE ENGINEERING there was described an automatic hydrant valve so operated that a pump can be connected and the pressure increased without shutting the hydrant to make suction and hose connections.

At New Rochelle, N. Y., we use a hook-up that answers the same purpose and was put in service by Chief Walter Jones


HYDRANT
* Gate valve closed. Placed on hydrant when hose is connected to other outlet ready to receive 2½ inch suction.
*Gate Valve
PUMPER
5' Length 2½" hose
Clapper Valve
Fire Line
50' Length 2½" hose

about five years ago. We have found that it works perfectly. We can connect a pump and increase our pressure without shutting down the hydrant. To shut down the line would endanger the safety of those working in a building because the pump would not be operating while the change was being made.

The hook-up consists of one 2½-inch gate valve, one length of 2½-inch hose about five feet long with regulation couplings, one siamese connection with clapper valves.

The siamese connection is connected to the 2½-inch fire line. The five-foot length is connected to one side of the siamese. This layout is connected and on the engine at all times ready for work. Upon arriving at a hydrant, a fireman takes the gate valve assembly and connects the short length of hose to one 2½-in outlet of the hydrant. The engine proceeds to the fire and lays a line. The water is turned on and the line placed in service.

The engine then returns to the hydrant and connects a 2½-inch pony suction to the gate valve, and one length of 2½-inch hose is connected to the outlet gate of the pump and run to the other side of the siamese connection. The water is turned on at the gate valve, and the pump started.

When the pressure from the pump exceeds the pressure from the hydrant, the clapper valve on the hydrant side of the siamese closes. A direct stream of water is obtained from the pump to the fire.

The accompanying illustration may make my description clearer.

Very truly yours,
ARTHUR H. GOATCHER,
Captain, Engine Co. No. 2, New Rochelle, N. Y.

Liability of Fire Insurance Companies

To the Editor:

In your March 6th issue of Fire Engineering there appears a statement in the article by W. A. Groce, assistant state fire marshal, which may give an erroneous impression. That statement is as follows:

"During the early part of this year at Algona, Ia., the District Court rendered a decision, which in effect, relieves insurance companies of any liability for loss if such fire occurs while the fire equipment is out of the city."

The District Court decision in the Algona case sustains a contention of a mutual insurance company whose policies declare its obligations cease when fire companies are not available.

No insurance policy used by a stock fire insurance company contains such reservations and there is nothing in the fire policy used by stock companies which would offer any ground for denying liability for the reasons cited in the Algona case.

Yours very truly,
GEORGE W. BOOTH,
Chief Engineer, National Board of Fire Underwriters.

Prairie Fire Spreads Thirty Miles

Several persons had narrow escapes from a prairie fire, declared to be the greatest for some time in the thinly populated sections of Northwestern Kansas. A blazing straw-stack near Brewster, fanned by a forty-mile wind, made a fiery path ten to twelve miles wide and roared through thirty miles of Rawlins and Thomas counties farm land. More than one thousand persons worked with plows, tractors, gunny sacks and brooms to stop the advancing flames. Loss of personal property, livestock, hay, pasture grass and farm crops was estimated at over $100,000.

Insulation Blamed for Explosions

The oil-soaked paper insulation that is used by the Edison Electric Illuminating Company to insulate their cables, has been blamed by Fire Marshall George C. Neal for the series of mahholes explosions in the shopping section of Boston. The fire marshal believes that the heat from the cables decomposed the mineral oil in the paper and liberated a large amount of gas. This gas finally reached a compression point and then forced its way out by means of manhole explosions.

He ordered the company to replace all paper insulated cables with lines using other forms of insulation.

The Edison Electric Illuminating Company has engaged Walter L. Wedger, former state chemist of Massachusetts and a well known chemical expert to make an investigation of the source of the explosive gases. The company has informed the fire marshal that it is anxious to find the cause for the blasts that startled the shopping section.

The paper insulated cables were insulated for 4,600 volts, according to standard specifications.

"City of Galveston" Leaves Shipyards—The fireboat "City of Galveston," has left Jacksonville, Fla., for Galveston, Tex. She is making the trip under her own power with a crew of five men. The boat is eighty-seven feet overall and can easily maintain a speed of 12½ knots an hour. The pumps can deliver 7,000 gallons a minute at 150 pounds pressure. There are four gasoline engines on board.

Questions and Answers

NOTE—Readers are invited to send in questions, which will be answered in the order received. Names are omitted from questions unless otherwise specified.

Changing Lines, Weight on Ladder, Etc.

To the Editor:

I would appreciate your answers to the following questions at your earliest convenience:

Question 1. What is the method used or how are the factors determined for converting parallel lines to a single line of 2½ inch hose, such as 2 lines of 3½ in. hose 100 ft. long, 2 lines of 1 in. hose 100 ft. long, 2 lines of ¾ in. hose 100 ft. long, 2 lines of 1½ in. hose 100 ft. long.

2. Two men are carrying a 20 feet ladder, and 8 feet from one end of the ladder a 100 pound weight is placed. How much weight does each man carry?

(a) Disregard weight of ladder.

(b) With weight of ladder, allowing 5 pounds to the running foot.

3. Which is the correct answer to the following:

How far from a building would you place a water tower so that a stream would hit 25 feet in on the ceiling, allowing 12½ feet to the story, window 8 feet in height, assuming that the tower mast was extended to its full height and that the fire is on the 7th floor?

I will be very grateful for your answers to the above.

F. J. McK.

Answer 1. In reducing any layout to 2½ inch hose where parallel lines are involved, it is first best to re change the layout to 2½ inch, and then combine the lines.

As an example, if 2 lines of 3½ inch hose are to be changed to a single line of 2½ inch, the first operation will be to reduce the 3½ inch hose to 2½, by dividing by the factor 5.8. After this has been done, then the two parallel lines of 2½ inch hose are reduced to a single line by dividing by the factor 3.6.

With 2 parallel lines of 1 inch hose, the 1 inch hose is first reduced to 2½ inch by dividing by the factor 0.011. After this has been done, the two parallel lines of 2½ inch so secured are changed to a single line by dividing by the factor 3.6.

With parallel lines of ¾ inch hose, each one is reduced to 2½ inch hose by using the factor 0.0029. The parallel lines of 2½ inch hose so secured are changed to a single line by dividing by the factor 3.6.

Parallel lines of 1½ inch hose are first changed to 2½ inch by dividing by the factor 0.074, after which the parallel 2½ inch lines are changed to a single line of 2½ inch by dividing by the factor 3.6.

Answer 2. The load is concentrated at a point 8 feet from one end, and 12 feet from the other. The force upward at either end of the ladder multiplied by the distance from that end to the point of the load, represents a moment (or turning moment). As the layout is balanced, that is, as there is no accelerating motion on either side, the two moments must be equal. In other words 8 times the weight which is carried by that end of the ladder must be equal to 12 times the weight which is carried by the other end. Let us call the weight which is carried by the shorter end X and the weight which is carried by the longer end, Y. Then $8X = 12Y$.

We know that $X + Y = 100$ pounds, as this is given us in the problem.

Then $X = 100 - Y$.

Putting this value of X in the first equation after it has been reduced by cancellation to $2X = 3Y$, we get $200 - 2Y = 3Y$.

Which reduces down to $200 = 5Y$, or $Y = 40$. Thus the weight carried by the longer end of the ladder is 40 lbs., while the weight carried by the shorter end is 100 — 40 or 60 lbs.

If the ladder weighs 5 lbs. to the running foot the total weight will be 5 x 20 or 100 lbs., and each man will have to carry one half of this amount or 50 lbs. Add this 50 lbs. to the corresponding weights which each man carries we would find that the man on the shorter end of the ladder would carry 50 + 60 or 110 lbs., while the man on the long end of the ladder would carry 50 + 40 or 90 lbs.

Your calculation for the distance the tower should be placed from the building is incorrect as you have apparently calculated the sill of the window as being 8 ft. high. Remember the stream just passes over the sill of the window in attaining maximum penetration.

Thus the height of the stream above the street where it crosses the window sill will be 6 x 12½ + 2 ft. (the height of the sill from the floor) or 77 feet. The tower is 65 ft. high when extended, leaving 12 ft. between the height of the tower and the height of the still above the ground. Penetration is 25 ft. and the distance from the sill to the ceiling is 10½ ft.

Using the equation, in proportion form, for finding the distance the tower must be placed away from the building to secure the 25 ft. penetration, we get:

X is to 25 = 12 is to 10.5, where X is the distance tower will have to be placed from the building.

From this we find X = 300 ÷ 10.5, or 28. 6 ft. approximately.

Probably Static Electricity

To the Editor:

The top of an agitator blew off recently at a local oil refinery. The superintendent and chemist insisted that the cause was spontaneous combustion, while I was of the impression that it was static electricity. Who is right. Are mineral oils subject to spontaneous combustion?

The agitator I refer to lacked only 18 inches of being full of gasoline and was in process of being treated. One of the treating processes is, I believe, washing with warm water—there is a perforated pipe system and the water passes through the gasoline into a sewer below.

Any information you can give me on the above will be appreciated.

R. N.

Answer. Engineers of the Standard Oil Company of New Jersey have stated, subsequent to test, that gasoline is not subject to spontaneous ignition. This has been the belief for several years, and it has apparently been proven by others than the company mentioned above.

It is the writer's personal opinion that the cause of the explosion was static electricity, as you suggest, rather than spontaneous ignition.

While mineral oils are not usually subject to spontaneous ignition, there is a possibility that if combustible materials are saturated with them spontaneous ignition might occur although the possibility is remote.

Care of Fire Hose

To the Editor:

I would appreciate your giving me information on the following question through your Questions and Answers Department:

Question: Is it necessary, and if so why, that the rubber lining of fire hose should be kept in a moist or damp condition?

Thanking you in advance for your reply, I am

T. C. P.

Answer: We are all familiar with the "fountain of youth" effect which takes place when an old rubber band is placed in water for a day or two. While most rubber bands are practically pure rubber gum of high grade, this restoration to youth takes place to a greater or lesser degree with most

rubber compounds when treated in this manner. Hose linings may be kept youthful by running water through each length at least every three or four months while the hose is stored ready for service. This should be done not only in the case of hose in service, but also with all reserve supplies of new or old hose.

Incidentally, because of the opposite effect of water or moisture on the cotton fabric, care must be used to dry the hose jackets thoroughly and to drain all water from the tube before such reserve supplies are re-stored.

UNDERWRITERS MAKE SURVEY OF NEW YORK FIRE DEFENCES

First Fire Prevention Survey Since 1906—Attempt Made Seven Years Ago to Start Inspection—Each Fire House to Be Visited

By WM. JEROME DALY

WITH the permission of Mayor James J. Walker and the authority of Commissioner John J. Dorman, the National Board of Fire Underwriters has begun a survey of the New York Fire Department which will require about six months time and approximately $50,000 expense.

Engineers of the National Board started the survey last Thursday, with Battalion Chief John J. McCarthy as the liaison between the Board's staff and John Kenlon, chief of department.

It is the first time in twenty-three years that the Fire Underwriters have conducted a survey of the New York Department. Seven years ago, tacit approval of a survey was granted, but quickly rescinded by the administration under Mayor John F. Hylan. This time, however, Mayor Walker has willingly consented and the research is on.

In twenty-three years the New York Fire Department has been almost completely reorganized. The complexion of things has changed very materially. The book of rules and regulations has been rewritten twice since then. Horses of the service, the initial part of which will embrace houses have been replaced by motors, et cetera.

It is understood the survey will extend into all channels and quarters of which there are over three hundred. While some of the engineers are conducting tests of apparatus and equipment others will be delving into fire alarm telegraph, fireboats and practically all other phases of the service.

Excepting for a few fireboats, there is not a piece of fire apparatus in service in the New York Department today that was there twenty-three years ago. The Underwriters' engineers have been granted credentials. If while conducting their survey, there is a fire of any consequence, they will respond.

It is anticipated in New York that the ultimate result of the survey, will, among other things, be a possible modification of the insurance rates in the metropolis.

The official order to the department follows:

With the approval of His Honor the Mayor, and with the consent of the Fire Commissioner, a staff of Engineers of the National Board of Fire Underwriters will begin, on March 28, 1929, a survey of the New York Fire Department.

This survey will be thorough and comprehensive. It will include a detailed inspection of every Department building and company quarters, with its apparatus, hose, tools, equipment and records. Company drills and, where opportunity is afforded, the operations of companies at fires will be included within the survey.

Divisions and battalions will be visited in accordance with a fixed plan. Deputy Chiefs of Department shall see to it that all companies in their respective divisions are properly prepared for the survey. Chiefs of Battalion, upon receipt of notice concerning the time of intended visits, shall direct all officers and members of both platoons of companies to be visited to remain on duty until the completion of the survey. At least one Chief in each battalion shall be present during the survey.

Members of the engineering staff will be identified by a badge reading "National Board of Fire Underwriters, Committee on Fire Prevention."

Detailed reports shall be forwarded by Company Commanders, following each visit.

Bad Accident to Boston Apparatus

Five firemen were seriously injured when two pieces of fire apparatus collided at the corner of Hyde Park Avenue and River Street at Cleary Square in the Hyde Park section of Boston, Mass. The apparatus was smashed and overturned.

Engine Company No. 19 from Mattapan and Hook and Ladder Company No. 16 from Roslindale were both responding to an alarm for a grass fire when the accident occurred. The apparatus from the Hyde Park district was out in answer to another alarm at the time.

Lieut. Walter Davy, of Ladder 16, has a possible fractured skull, fractured ribs, multiple contusions and abrasions, while Capt. Daniel M. Shaughnessey, of Engine 19, has arm fractures and possible fractured skull.

Fire Commissioner Eugene C. Hultman and Chief Daniel F. Sennott are conducting an investigation into the reasons for the accident as there was a traffic patrolman on duty in the square at the time.

HARRY BELKNAP.

Binghamton, N. Y., to Erect Fire House.—Contracts will be let soon for the construction of a fire station in Binghamton, N. Y., at an estimated cost of $28,000.

North Attleboro, Mass., May Erect Fire House—North Attleboro, Mass., is planning to erect a new fire house for $55,000.

From Hose Lines to Fish Lines

At the convention of the Florida State Firemen's Association, held at Key West, April 1-3, these well-known figures in fire circles used their time between sessions to develop a fish story. They really caught the fish shown in the picture, we are told.

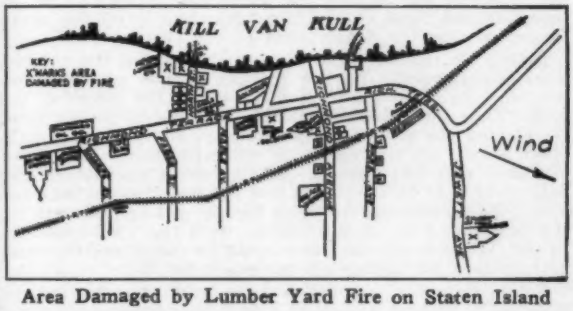
Left to right are: "Mackeral" McMillan, Chief of the Jacksonville Fire Dept.; "Barracuda" Joe Green, Vice-Pres. Eureka Fire Hose Co.; "Tervallion" Charlie Berst, Atlanta Mgr. of the Gamewell Co.; "Tadpole" Bill Brosnan, Chief Albany, Ga., Fire Dept.; and "Amber-Jack" Tom Haney, former Chief of Jacksonville. Haney, according to sworn reports, made the record catch of the day, a 25-pound Barracuda. And Brosnan—well, he found that Mexican food and rough water make a rather uppish combination.

SIXTY-MILE GALE SPREADS FIRE IN HALF-MILE AREA

Sparks from Original Blaze Set Fire to Two Churches—Police Reserves Called Out to Hold Back Large Crowds Attracted by Display

FIRE that started in a lumber yard in Port Richmond, Staten Island, N. Y., spread through the agency of a sixty-mile gale, until several houses and two churches were destroyed or damaged. The blaze started shortly after midnight. Other fires broke out with surprising suddenness in many other sections. The belfry of the Dutch Reformed Church caught on fire. So did two buildings opposite the Church. Another building a short distance away also suffered.

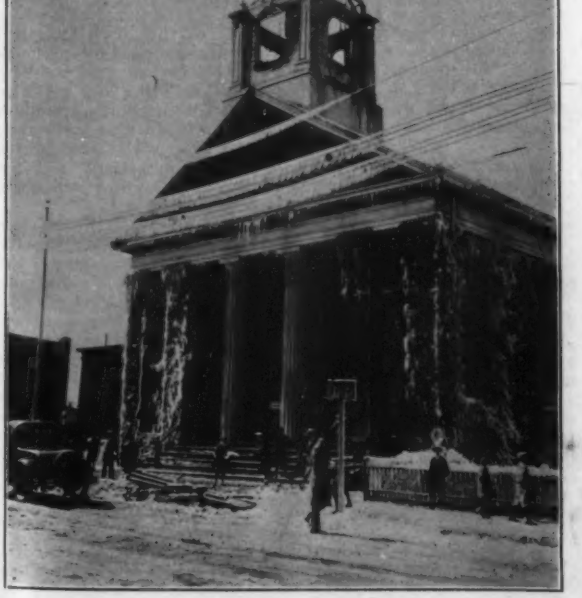
The fire was finally held at a point one-half mile from where it had started. Three alarms were turned in. The first alarm brought one ladder and two engine companies. Six minutes later the second alarm was turned in and brought one ladder and two engine companies. It also brought the fireboat "Zopher Mills" stationed at St. George. The third alarm brought one ladder and two other engine companies. The three calls brought



Area Damaged by Lumber Yard Fire on Staten Island

nine of the borough's twelve engine companies and three of the seven ladders trucks.

The lumber yard fire was fought from three sides. The fireboat sent a number of high pressure streams from the waterfront. Despite the many streams, the fire broke through and spread to an adjoining one-story building and then started up North street.



Dutch Reformed Church After the Fire Was Over

The fire brings to the fore a very much discussed topic in fire department circles and that is the great danger from shingle roofs. In the illustration "X" indicates the buildings that were damaged from the fire that started in the Meyers Lumber Yard. The arrow indicates the direction of the wind.

WHAT'S BURNING

THE following list includes fires of $25,000 loss and over in the United States and Canada, for the periods designated in the headings. These figures, compiled from telegraphic reports, are based on estimates made at the time, and are subject to later investigation and consequent revision. Taken as a whole, however, they give an approximately correct view of the losses incurred. The figures represent loss in thousands.

Week Ending April 5

JOHNSTOWN, PA.—Plant of Hams Refractories Co..... 45
DUNKIRK, N. Y.—Sidney block damaged..... 125
SAN FRANCISCO, CALIF.—Apparel Center bldg..... 30
FARGO, N. DAK.—Bldg. occupied by Fargo Creamery Co. 35
MANITOWOC, WISC.—Whse. of Manitowoc Land Co.... 65
PURCELL, OKLA.—Hawthorne grade school destroyed.. 40
BOYNTON, OKLA.—Transcontinental Refinery damaged.. 80
LAWRENCEVILLE, PA.—Butler St. shop of S. Benhamin 25
GLEN MILLS, PA.—Mechanical Arts bldg..... 80
MERRILL, WISC.—Lussier drug store and adj. bldgs.... 25
TRAVERSE, MICH.—Factory or Brown Lumber Co..... 30
BALTIMORE, MD.—Business property Pratt & Greene Sts. 25
GASPE, QUE.—Home of Chas. Lindsay, adj. property.... 80
PLACERVILLE, CALIF.—Elite Theatre, adj. bldgs..... 50
BRAWLEY, CALIF.—Red Wing Dance Pavilion..... 30
NATIONAL PARK, N. J.—Shop of Delaware Dredging Co. 25
LAMBTON, QUE.—Several dwellings and hotel..... 25
BIRMINGHAM, ALA.—Shop at 315 N. 20th St..... 25
ROCKY MOUNT, N. C.—Ricks Hotel Annex damaged..... 350
BIRMINGHAM, ALA.—Several bldgs. on Fourth Ave..... 200
FORT WORTH, TEX.—McDonald Bldg. damaged..... 40
ELFROS, SASK.—Baron Bros. drug store, adj. bldg..... 25
NORTH ANSON, ME.—Plant of N. Anson Mfg. Co..... 160
PITTSBURGH, PA.—Guffey Mansion, Moorewood St..... 40
BRANDON, MAN.—Property of A. N. McDiarmid Co..... 65
WHARTON, N. J.—Property of D. Ginsberg, Irondale Rd. 25
DORRIS, CALIF.—Business bldgs. destroyed..... 25
NEW HOPE, OHIO—U. B. Church, Dayton-Richmond Pike 25
McCOOK, NEBR.—Property occupied by Woolworth Store 150
CHICAGO, ILL.—Plant of Rembrandt Lamp Co..... 65
KEY WEST, FLA.—Factory of Ruy Lopez Cigar Co..... 80
SUFFOLK, VA.—Bldg. of Bradshaw Hdw. Co..... 25
NORFOLK, VA.—Several bldgs. at Hampton Rds. Naval Base..... 80
ARKPORT, N. Y.—Mill of J. H. Colegrave..... 40
BROOKLYN, N. Y.—Property occupied by Millgrom Bros..... 40
BROCKTON, MASS.—Barn of Fred F. Field..... 30
LIVERPOOL, N. S.—Factory of Southern Salvage Co..... 40
SCHENECTADY, N. Y.—Kellam & Schaffer Co. factory..... 40
HEBRON, N. D.—Mill operated by I. Z. Goldstein..... 25
BRAZIL, IND.—M. L. Smith store, adj. property..... 65
ASBURY PARK, N. J.—Store of Gate's Furniture Co..... 80
N. LONG BRANCH, N. J.—Primary School, Church St..... 80

Week Ending April 12

DANVILLE, IND.—Schwartz dept. store damaged..... 25
ADRIAN, MICH.—Plant of American Showcase Co.....300
INDIANAPOLIS, IND.—Bldg. occupied by Central Wall Paper.....250
NORRISTOWN, PA.—Plant of Norristown Magnesia Co.....100
COMSTOCK, N. D.—Jerry Comer elevator destroyed..... 25
AGAWAM, MASS.—Property owned by A. Lombardo..... 80
UPTON, WYO.—Factory of American Celluloid Co..... 65
EAST POINT, GA.—Plant of Tennessee Lumber Co..... 40
NORWALK, CONN.—Harris block, Wall & River Sts..... 50
TARRYTOWN, N. Y.—Home of C. B. Dall, Briarcliff Rd..... 80
SAN FRANCISCO, CALIF.—Plant of California By-Products Co... 250
ERIE, PA.—Cottages along lake front, 7 mi. west..... 35
CLEVELAND, OHIO—Pitt bldg. St. Clair Ave..... 75
GLENS FALLS, N. Y.—Fitzgerald Hotel, adj. bldg..... 80
KINSTON, N. C.—Cotton whse., several R. R. cars..... 25
FORT ARTHUR, TEX.—Store of Port Arthur Furniture Co..... 60
DALLAS, TEX.—Property of Rogers Lumber Co..... 80
TORONTO, ONT.—Chancel of St. Alban Cathedral..... 35
MANCHESTER, N. H.—Bldg. of Manchester Engineering Co..... 25
ARBUCKLE, CALIF.—Hornail whse. and adj. property..... 80
HEMPSTEAD, TEX.—Edwards bldg. damaged..... 40
THOMASVILLE, GA.—Mill property owned by W. E. Beverly.... 25
METEGHAN, N. S.—Schooner "Dona," owner B. B. Cann..... 25
PENN YAN, N. Y.—Main bldg. of Virginia Dare Vineyards..... 40
CHICAGO, ILL.—Annex of Hotel Sherman damaged..... 40
HANKINSON, N. D.—Several business buildings..... 125
BREMEN, GA.—Plant of Sewell Mfg. Co..... 50
NEW BERN, N. C—Meadows Whse. and adj. property..... 60
CENTRALIA, MO.—Whse. of Chance Mfg. Co..... 180
HODGENVILLE, KY.—Lincoln Hotel destroyed..... 25
ELIZABETHTOWN, KY.—Truck Depot and Whse..... 25
TIPTON, IND.—Martz Theatre bldg. destroyed..... 160
TEMPLE, TEX.—Crescent Theatre bldg. destroyed..... 25
SACRAMENTO, CAL.—Plant of Garvey Rice Milling Co..... 80

Youngstown, O., to Erect Fire House—Youngstown, Ohio, is planning the construction of a fire house in the down section of the city.

State May Aid Firemen's Association

A bill has been introduced in the New Mexico state legislature that would help the New Mexico State Firemen's Association to carry on its work in the fire prevention field. Two sections of the act are as follows:

Section 1. That the State Insurance Department of the State of New Mexico be and it hereby is authorized and directed to pay out from its funds the sum of $500.00 annually from and after the passing of this Act, to the New Mexico State Fireman's Association for the purpose of enabling said Association to carry on its work of fire prevention.

Section 2. The said New Mexico State Fireman's Association is hereby authorized and directed to only use the above appropriated funds for the purpose of carrying on the expenses of said Association and in its campaign to prevent fire loss.

Section 3. Any and all Acts or parts of Acts in conflict herewith are hereby repealed.

San Antonio Extends Fire Alarm System

San Antonio, Texas, has let a contract for 110 new fire alarm boxes and twenty fire alarm registers to the Harrington-Seaberg Corp. of Moline, Ill., the lowest bidder. The purchase of four thousand feet of cable for fire alarm extension purposes also was authorized.

The new fire alarm boxes will be equipped with what is known as the San Antonio door, a device invented by Claude Convers, city electrician, which he claims is an improvement over other style doors in many respects and which is in general use here.

With the installation of the new boxes, the city will have a total of 350 fire alarm signal stations, and 55 police signal stations. All of the boxes at present in service are of the Gamewell make.

Many of the new boxes will be installed in some of the suburbs which are shortly to be annexed by San Antonio.

This is the first order for fire alarm signal stations of any size that has been given by the city in nearly ten years.

A. B. COCHRANE.

Here Is New Way to Fight Oil Fires

(*Continued from page* 318)

and fierceness of the torch to a degree that would permit it to be snuffed out by covering it with a suitable metal cone.

Theoretically, this was simple enough, but no one could tell whether or not the well was burning underground nor what grave risks would be run in approaching the casing or in tapping it. However, these risks had to be run; and the best that could be done was to minimize them by taking every precaution likely to safeguard the workers. Operations were generally supervised by C. W. Eckles, of the Union Oil Company; and the driving of the tunnel was awarded to the Robinson-Roberts Company who had done similar work on the previous blaze. The tunneling was done under the immediate direction of C. L. Roberts of the company mentioned.

As has been stated earlier, the Bell View well blew in out of control and became ignited on November 8, but it was not until eleven days later that the ground could be cleared and preparations completed for the subterranean attack. Prior to this a "Christmas tree"—a type of valve assembly familiar to oilmen—was placed on top of the casing. This provided an additional vertical length of smaller piping which raised the bottom of the torch that much higher above the ground. This Christmas tree was put in position by a power-shovel boom that was covered with asbestos and upon which streams of water were played as it approached the flaming well. It was a ticklish and a distressingly hot job.

Operations were begun by excavating a pit 45 feet deep and 20x30 feet in cross section. This pit permitted starting the tunnel portal at a point well below the ground level so that it could be continued on an easy slope that would intercept the well casing a little more than 200 feet away. The tunnel was driven through a sand-and-clay formation that had to be timbered from end to end. When timbered, the passage was 4 feet 6 inches wide and 6 feet 6 inches high in the clear.

The digging was done with No. 57 I-R clay diggers; and air to operate these tools was furnished by two 7x6-inch Type 20 portables that were hooked together. The men worked in crews of six and for very short periods because of the heat and the strenuous character of the task. Each crew—made up of two muckers, two miners, and two timbermen—was expected to show to its credit an advance of 6 feet during an 8-hour shift. The muckers received $7 a day, while the miners and timbermen were paid $9 a day; and as an incentive to speedier advance a crew was paid a bonus of $1.50 for each additional foot of progress. As a matter of fact, some of the crews drove as much as 15 feet during an 8-hour shift. An average of 25 feet of linear advance was made every 24 hours.

When the 16-inch casing was uncovered at the inner end of the tunnel, a working chamber was excavated 14x14x12 feet in the clear—that is, inside of the heavy timbering. This chamber was necessary to provide ample room in fitting the valves and in cutting through the casing. Happily, the tunnel was driven without a single serious accident; and the excavating was done and the pipe-tapping apparatus fitted upon the casing in the record time of eleven days. The purpose of the contractor was to tap the 16-inch casing and to grout the space between it and the next or 11-inch pipe, and then to tap the 11-inch pipe and to grout the space between it and the inner or 7-inch oil string. A connection was to be made with the 7-inch pipe after it was tapped, and the oil and gas then to be led upward through the tunnel to the outlying pit where pumps were to be installed to pick them up and to convey them to suitable tanks located beyond the danger zone of the burning well.

Before Mr. Roberts and his men completed the connections underground, the fire fighters at the surface made one more effort to snuff out the flame at the mouth of the well. They succeeded despite the hazards confronting them—including the risk of being blown to bits or burned to a crisp before any aid could be rendered them. The valve assembly that had been placed on top of the casing was held there only by its weight and the fact that the attached open pipe furnished a free vent for the gas and oil that fed the flame; and the object was to weld the Christmas tree to the casing so that the valve could be closed and the blaze extinguished by cutting off its fuel.

To do this, men wearing asbestos suits crept toward the well while airplane propellers sent a blast in their direction strong enough to blow the flaming torch sidewise and to sweep much of its radiant heat away from the men. As the workers got nearer the well, firemen kept them covered with streams of water. Thus shielded, a boss mechanic and his welders got busy. First, the Christmas tree was secured to the well casing with two clamps that were screwed tight with long wrenches, and then the welders, with electric welding arcs, set about making the union a perfect one. Just how perilous that work was can be realized when it is learned that the boss mechanic was paid $1,500 and each welder $500 for their brief toying with sudden death.

With the clamps in place and the welding finished, then came the crucial moment. It was the job of the boss mechanic to close the valve on the Christmas tree and to shut off the supply of oil and gas to the torch that had roared its defiance for 22 days. If the welding and the clamps failed to hold or proved weak at any point, there was the hazard of a sheet of flame shooting out sidewise with possibly appalling results. It took an amazing amount of courage to stand there and to manipulate that valve; and the persons watching the operation did so with bated breath and hammering hearts. Fortunately, the clamps and the welding withstood the test, and the flame of the Bell View gasser petered out and was silenced.

During the eleven days that tunneling operations were pushed, a total of 100 men took their turns in carrying the work forward; and the cost of putting out the fire was in the neighborhood of $25,000. This sum does not include any of the losses sustained by surrounding well owners who were forced to wreck some of their equipment and to cease their operations during the period of the fire. At the present time Sante Fe Springs is producing 100,000 barrels of oil a day; and this fact makes clear the possible economic loss that may follow from a widespread fire in that field where the gas pressures are exceptionally high and hard to handle.

Mamaroneck, N. Y., to Vote on Fire Apparatus—Mamaroneck, N. Y., will vote on the plan to purchase a pumper with chemical tank for $14,000.

Fire Apparatus to Carry Smokes and Tobacco—Fire apparatus in Lancaster, Pa., will carry chewing tobacco and cigarettes as part of the regular equipment. At a recent large fire, the men complained when they ran short of tobacco and cigarettes.

If You Hit Parked Car—What?

(*Continued from page* 316)

a parked automobile, on the contention that the negligence of the owner of the parked vehicle caused the accident, providing the injured person was negligent in a greater degree.

For instance, in Forster vs. Outagamie Equity Co-op. Exchange, 221 N. W. 376, it was disclosed that a motor truck without lights was parked along a curb on a dark, stormy, snowy night.

An automobilist, who was driving at about fifteen to eighteen miles an hour, collided with the truck and was seriously injured. The injured driver testified that she could see half a block, but that she did not see the parked motor truck because it had no lights.

The owner of the truck contended that the injured driver was guilty of a greater degree of negligence in driving at such a rate of speed that she failed to see the motor truck in sufficient time to stop and avoid the collision.

It is interesting to observe that the court held the injured automobilist not entitled to recover damages, saying:

"The plaintiff's (automobilist's) own negligence was such that it must therefore be held to defeat her right to recover any damages arising from defendants' (truck owners') negligence."

Street Car Company Liable for Damages to Apparatus

Another important point of the law is that a municipality is entitled to recover damages from any company or person who negligently effects injury to fire apparatus.

Moreover, citizens or the owners of property, motor cars, or other vehicles, are not entitled to recover damages from a municipality for injuries caused by operation of its fire apparatus when responding to an alarm.

In Union Traction Co. of Indiana vs. City of Muncie, 133 N. E. 160, it was disclosed that a fire motor truck traveling at a high rate of speed, in response to an emergency fire alarm, collided with a street car. The truck and apparatus was damaged to the extent of $4,000. The city filed suit against the street railway company contending that the wreck occurred because the motorman operated the street car in a negligent manner, and in violation of the provisions of an ordinance giving the right of way to fire departments.

The street car company attempted to avoid liability and sued the city to recover damages to its street car by contending that the firemen in charge of the fire truck were negligent in failing to give proper warning of the approach.

Nevertheless, the court held the city entitled to recover $4,000 for damage to its fire truck, saying:

"It is well settled that the maintenance and operation of a fire department by a municipality for the purpose of preventing and extinguishing fires is the performance of a governmental act, and therefore it is not liable for the negligence of its firemen while engaged in the discharge of their duties as such. . . . It thus appears that appellant (traction company) had no cause of action against the city, arising from the collision between its car and the fire truck. . . . The ordinances in question relate to the . . . right of way of its fire department over its streets, and the duty of persons in charge of street cars to stop the same and remain stationary upon the approach of any fire apparatus. The adoption of these ordinances was clearly within the police power of appellee (city), as conferred by statute. This power, so conferred, is a continuing power, and one of which the city could not divest itself by contract or otherwise."

The same law is true with respect to injuries to citizens resulting from being struck by fire apparatus traveling at high rate of speed to a fire.

For instance, in City of Louisville vs. Bridwell, 150 S. W. 672, it was disclosed that a child, who was riding in a wagon, sustained permanent injuries as a result of being thrown from the wagon when a fire engine responding to an alarm ran into a hole in the street and collided with the wagon.

In this case the parents of the child contended that the collision was due to the negligence of the city in failing to keep its streets in good repair.

The counsel for the city contended that the collision was not caused by the defective street. It is interesting to observe that the lower court held the child entitled to recover $10,000 damages, but the higher court reversed this verdict, and explained the law, as follows:

"Conceding to the non liability of the appellant (city) for the negligence of its firemen, nevertheless, if the collision of the fire engine in their charge with the wagon in which appellee (child) was riding resulted solely from a defect in the street, the defect, if it was such as to prevent the street from being reasonably safe for ordinary travel by the public, and was known, or by the exercise of ordinary care might have become known to appellant (city) in time to repair it before the accident, must be regarded as the efficient or proximate cause of the injury. There is, however, another aspect of the law applicable to the case it will be well to hear notice. Although the defect in the street may have contributed to the collision between the fire engine and the wagon, if the . . . injuries would have been sustained, in the absence of the defect in the street, then the defect in the street cannot be regarded as the proximate cause of the injury. It seems to be well settled in law that if the injury is the result of concurring causes for one of which only the defendant (city) is responsible he must answer, or where the injury is the combined result of negligence and accident, the negligent party must answer unless the injury would have happened if it had not been negligent."

City Liable for Injuries Caused by Known Menace

While it is true that ordinarily a municipality is not liable for injuries resulting from performance of a governmental function the city is liable in damages for injuries resulting from pure negligence which is a violation of a known duty toward the public.

For illustration, in Kaufman vs. City of Tallahassee, 94 So. 697, it was disclosed that a pedestrian, who was walking on the sidewalk was knocked down and severly injured by a trailer attached to a moving fire truck owned by the city. The trailer was so constructed and attached to the fire truck that when the fire truck turned a corner, the trailer would sweep over and across the adjacent sidewalks, subjecting pedestrians who were near the corner to the danger of being struck and injured.

The injured pedestrian instituted legal proceedings against the city to recover damages for the injuries sustained, stating that the city was fully informed of the dangerous character of the trailer, but unlawfully and willfully continued to use it.

Counsel for the city attempted to avoid liability on the contention that operation of the truck and trailer is a governmental function for which a city never is liable.

However, it is interesting to observe that although the lower court held the injured pedestrian not entitled to recover damages, the higher court reversed this verdict, saying:

"The establishment and maintenance of a fire department may be regarded as a governmental function, that point is not necessary to a decision in this case, but whether the operation of its vehicles and trucks in crowded streets, were due either to carelessness in the handling of the same or the clumsy character of the vehicle itself, it is a menace to the safety of pedestrians, is a wrong or the violation of a duty which the city owes to the people, is another question. . . . It is always quite difficult, if not impossible, to give a satisfactory reason for holding a city immune from liability when through its own negligence or the carelessness or inefficiency of its agents and employes, it violates a right of a citizen to his injury."

Fire Department Employe Not Liable for Violating Traffic Ordinance

Still another important point of the established law is that a fire department employe traveling to a fire never is

This is the New York Fire Department in Action

Strange as it may appear, the photograph is really an illustration of the New York Fire Department in action. When a grass fire destroyed five cottages in Springfield, Queens, N. Y., part of New York City, everybody in that section helped the firemen drag the heavy hose lines across the swamps. The houses in this section are constructed of wood with shingle roofs.

liable for violating a traffic rule, when the violation is necessary to make speed.

For illustration, in People vs. Mahoney, 121 N. Y. S. 898, a superintendent of the fire alarm telegraph bureau was convicted and found guilty by the lower court for violating an ordinance prohibiting motor vehicles from passing a street car on the left hand side. He was traveling on an emergency call to repair signal wires.

The testimony proved that the superintendent's truck was immediately in the rear of the street car, and that there were three moving vans passing to the right between the car and the curb. There was no room for him to pass to the right of the car and so he passed to the left of it in order to save time.

The superintendent appealed to the higher court contending that he was not liable for violating the ordinance, because he was responding to an emergency call to repair signal wires. The higher court held the superintendent not liable, saying:

"Any regulation or ordinance which requires an officer of the fire department on an emergency job, or in the discharge of functions vitally connected with public safety, to wait behind a vehicle when there is a perfectly clear and safe passage to the left of it, would be plainly unreasonable. . . . In the case at bar, the defendant (superintendent) was on a mission of vital importance. . . . It was an exigency requiring certain essential work to be done with all possible speed for the protection and safety of a thickly populated section of our city that was, by reason of said damaged signal wires, without means of fire alarm protection. The defendant, in driving to the place where the signal wires were down, did not do anything more than was necessary in passing the standing car and moving vans that formed the obstruction."

The Round Table

(*Continued from page 324*)

this ordinance shall be liable to a penalty not exceeding ten dollars or thirty days in jail."

Thos. J. Nicholas, Chief, Camden, N. J.: The matter should be placed in the hands of a local detective. If the culprit is caught, he should be fined or imprisoned.

Edward J. Himsinger, Chief, Massillon, Ohio: It appeared to be some ones enjoyment to call out the firemen to various parts of the city.

It is impossible to eliminate all the false alarms. I would recommend that the press publish the danger that results to the firemen because of this practice, and also of the danger to the persons on the street; the unecessary expense; the breaking down of the department's efficiency. Should a number of calls come in from one box, it would be well to station a policeman in a nearby building to watch for the guilty person. Adults should be brought to court and fined.

We have the automatic telephone system and it has been difficult to check telephone alarms coming in in this way.

When telephone calls are received, we ask for the house number and street. We ask for the name of the person reporting the fire, and the number of the telephone from which they are reporting the fire. The party is told to hang up the receiver. A call is immediately put through to verify the number. If the number is false, we soon have a check from the telephone operator

When this system was first started, the very first call received was found to be false when the number was dialed back for verification. The form illustrated is used.

FIRE CALL RECEIVED

Captains or the members acting as such shall secure the following information, and same shall be verified, before proceeding to transmit the alarm.

Property of .....

Street and Number .....

Name of party reporting same .....

Telephone No. you are speaking from .....

Please hang up your receiver, stay by your phone and I will call you.

Call same number at once.

Mark X in reply when checking { Same party that called ..... / A different party ..... / Operator .....

Should you not be able to secure the above information, call chief at once.

2M 9-26-OP&PCO

John J. Maloney, Chief, Haverstraw, N. Y.: We have the Gamewell fire alarm system. All keys to the fire alarm box are numbered. Three keys are left at three stores near each box—places that will be accessible both day and night. We have a list of all persons who have keys and the number of the key. With this system, no person can obtain a key to turn in an alarm and remove it from the box unless the chief or his assistants unlocks the box and returns the key. We know those who have keys. No false alarms have been turned in during the past three years. In my estimation, this system is a very good one.

Thos. M. Dillon, Chief, Grand Island, Neb.: We talk to the public and tell them what would happen if a big fire started while the apparatus was out in response to a false alarm. There is a local law by which we can have the individuals responsible arrested and fined.

E. J. Lanter, Chief, Normal, Ill.: The trouble can be ended by devoting some space to the problem in local newspapers.

J. W. Blakely, Chief, Selma, Ala.: We detail a special man to find the one responsible for turning in false alarms.

C. C. Chadbourne, Chief, Sanford, Me.: If adults are responsible, they are taken to court and penalized with a fine and court costs.

We had a false alarm and found that two small boys were guilty. Neither one could reach the box so one lifted the other up to the desired height. The parents were notified, and the children promised that they would never do it again.

Frank Lemar, Chief, Gardiner, Me.: The trouble can be eliminated by having all the calls sent in by telephone or in person. Our fire alarm whistle is blown from the central station.

C. E. Kendall, Hanford, Cal.: The false alarms we have had have been turned in by school children. Our problem has ben solved to a great extent by visiting the schools and explaining to the children the dangers of sending in false alarms.

Victor H. Veit, Chief, Stamford, Conn.: False alarms are something that cannot be eliminated altogether. However, we have reduced the number of false alarms considerably since installing the keyless doors on our fire alarm boxes. In 1920 we started installing this type box and have continued installing them throughout the city, especially in outlying districts, as fast as our appropriations would permit. Since that time we have had two false alarms.

To open the door of this type box, the hand is turned to the right. This is attached to a bell which rings the moment the handle is turned, attracting the attention of anyone nearby. The fear of being caught while opening the door has in a large measure prevented false alarms.

Jack M. Byers, Chief, Hagerstown, Md.: I found that false alarms here are generally perpetrated by the younger element who, upon being caught will say they do not know why they did it, or they did it for the excitement.

When a false alarm is received, the police department is notified and a man is sent to watch the box that has been pulled.

Anyone caught turning in an alarm of fire which is false is penalized with a fine of as much as fifty dollars, imprisonment, or both. A person caught committing this offense a second time is turned over to the state which exacts a much greater penalty than the city.

B. W. Norton, Chief, Bisbee, Cal.: In this city a reward is paid for the arrest and conviction of anyone turning in a false alarm.

R. R. Warren, Chief, Conneaut, Ohio.: The speed limit of fire apparatus is thirty-five miles an hour when the roads are in good condition. In the winter the speed limit is twenty miles an hour. We have lines of travel which keep the apparatus off the main streets where traffic is heavy.

The drivers who were employed five years ago are

ECLIPSE No. 100

FIRE and Water engineers have specified Kupferle Eclipse Fire Hydrants for many years. The new Kupferle Eclipse No. 100 is the perfected product of more than 70 years experience. The Underwriters' Laboratories report has just been published. The studies, examinations and tests described in the report will interest every Fire and Water engineer. We will be glad to send you a copy of the report.

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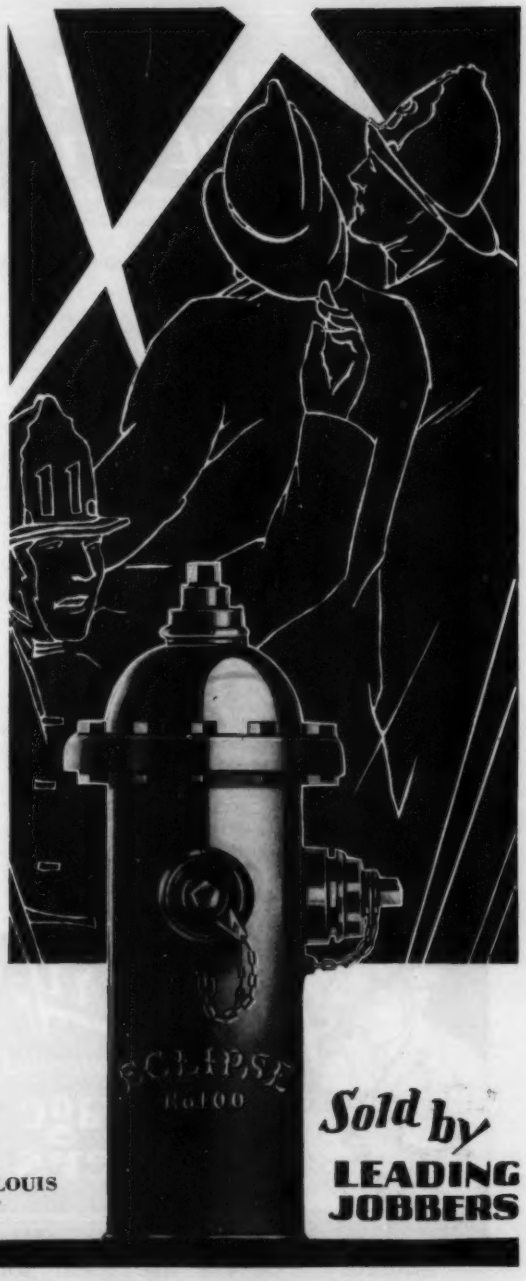

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MEMPHIS FIRE INSURANCE PATROL

Thomas H. Parkey, Chief

Memphis, Tenn. February 13, 1929

Fulton Bag & Cotton Mills,
New Orleans, La.

Gentlemen:

We have been using #102 Shuredry Waterproofed Tarpaulins since 1913. We know the splendid service they render. It is a pleasure for me to recommend them to any Fire Insurance Patrol or Fire Department who contemplate salvage work.

Mr. Larkin, Fire Marshall with the Fisher Lumber Corporation, of Memphis, called upon me yesterday in regards to tarpaulins. I was only too glad to advise him to order Shuredry material.

Assuring you again of my high regard for Shuredry covers, I remain,

Yours sincerely,

Thomas H. Parkey Chief.

"Shuredry" Waterproofed Salvage Covers

"Shuredry" Covers are ideal for salvage work. They cost less, weigh less, and are easier to handle and spread than rubber covers. They do not crack when folded and stored.

"Shuredry" Covers are endorsed by Fire Chiefs in every section of the country.

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Of sturdy construction and highest quality material and workmanship throughout. Available in 5, 4, 2½ and 1½ gallon capacities. Fire Department Type Extinguishers are unusually attractive and used by builders of the world's finest modernized apparatus.

Rated for ordinary (Class A), fires and fires in oils, greases, etc. (Class B), *thus giving you really two extinguishers in one.*

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Packed in twin metal containers, so marked as to prevent error in mixing solutions. Also marked to aid in measuring water for mixing solutions, eliminating need for a measuring device.

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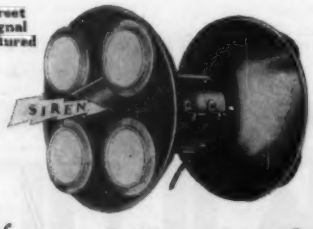

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Chief:—Ask Your Supply Man for Full Details

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still operating the apparatus and there has not been a single accident since I have been chief of the department.

Upon returning to quarters, drivers examine the apparatus to see that the springs, steering gears, wheels, and tires are all in good condition.

Upon changing of shifts each driver goes over the trucks to see that they are ready for operation. The night watch looks over the apparatus every three hours to see that the tires are all right and puts chains on if it should snow.

R. R. Hardesty, Chief, Frankfort, Ind.: We have a speed limit of thirty miles an hour for all fire trucks. Our drivers are good level headed men who have had a lot of driving experience and who do not lose their head in emergencies.

The fire trucks are equipped with electric sirens and a five horse power electric siren, with automatic shut-off, is installed on the roof of the fire station.

M. D. Murphy, Chief, Stockton, Cal.: Drivers who are competent should be employed by the department.

When the apparatus is responding to an alarm sirens should be sounded continuously.

Chief Healy of Denver Praised

A columnist of the *Rocky Mountain News* has devoted his entire column in the Denver newspaper to commendable things that he has to say about Chief Healy of that city.

Chief John F. Healy, Denver, Col.

The writer, Lee Taylor Casey, heads the article "A Salamander-like Fire Chief." A salamander is a lizard-like animal that can live equally well in both water and out. Superstitious persons believed they could live equally well in fire. He explains the title that he has given Chief Healy by saying:

"Not long ago after coming to Denver it was my task to report a fire in a business block. I have forgotten the name of the building, the location and in fact everything about the affair with the exception of one thing . . . Armed with a 'pass fire and police line' card, I had reached Chief Healy and questioned him on this topic.

"'I'll show you,' he said, and taking me by the hand dashed into the building. The fire was, as he suggested, under control, but it was far from being out. We proceeded toward the heart of the trouble, through smoke and steam and past falling rafters. He led me near the spot where the blaze was fiercest, where flames continued to lick out in hungry fashion. Amid the tinkle of falling glass and the crackle of burning timber, he described the beginning and the progress of the fire in minute detail and with the delight of a connoisseur, apparently oblivious to any risk.

"Finally I persuaded him that I understood the whole affair, and dragged him outside. And I made a promise to myself that if ever I interviewed him again it would be on ground of own choosing."

Fitchburg, Mass., May Have New Fire Alarm—Fitchburg, Mass., is considering the erection of a new fire alarm headquarters.

Spokane, Wash., May Have Two Platoon—According to a bill introduced in the legislature, Spokane, Wash., may be ordered to institute the two platoon system. According to the bill no one in the fire department shall be assigned to more than one round of duty in twenty-four hours.

THREE LARGE FIRE ALARM MANUFACTURERS CONSOLIDATE

The Gamewell Company Takes Over Harrington-Seaberg and the Holtzer-Cabot Electric Company—Stock to Be Listed on N. Y. Exchange

An official announcement has just been made public of the purchase by the Gamewell Company of the Harrington-Seaberg Corporation of Moline, Ill., and the Holtzer-Cabot Electric Company of Boston.

The Gamewell Company, incorporated in Massachusetts in 1924, succeeded to a business established in 1869 by John M. Gamewell. Equipment manufactured by this company is today installed in over 1,500 cities and towns of the United States.

The plant of this company consists of six buildings on about three acres of land in Newton Upper Falls, Mass. The Holtzer-Cabot Electric Company was established fifty-four years ago, and the plant located at Roxbury Crossing, Mass., is of modern construction with ample room for expansion. The factory of the Harrington-Seaberg Corporation at Moline, Ill., was finished in August, 1928, and there is sufficient land about the building to permit expansion.

Sales offices are maintained in Boston, New York, Chicago, Detroit, San Francisco, Atlanta, Pittsburgh, Dallas and Denver, in Canada by the Northern Electric Co., and in foreign countries by the International Standard Electric Corporation. The Holtzer-Cabot interests have sales offices in eleven of the principal cities in this country.

The board of directors consists of William Gellatly, chairman; Benedict J. Baker, president, B. J. Baker & Co.; Charles G. Bancroft, vice-president, United Shoe Machinery Corp.; William G. Besler, chairman of board, Central Railroad of N. J.; Charles P. Clifford, Jackson & Curtis; Allison Dodd, president Bloomfield Trust Co.; Samuel L. Fuller, Kissel, Kinnicutt & Co.; John W. McAnarney, vice-president, B. J. Baker & Co.; Frank R. Parson, president, International Braid Corp.; Walter Robbins, president, General Cable Corp.; Gifford K. Simonds, Simonds Saw & Steel Co.; Charles E. Spencer, Jr., vice-president, The First National Bank of Boston, and Vincent C. Stanley, president, The Gamewell Co.

Central Pennsylvania Firemen to Meet—Plans are being made for the thirty-seventh annual convention of the Volunteer Firemen's Association of Central Pennsylvania, July 1 and 2 at Ebensburg, Pa.

Statement of Ownership

Statement of the ownership, management, circulation, etc., required by the Act of Congress of August 24, 1912, of FIRE ENGINEERING, published bi-weekly at New York, New York, for April 1, 1929.

State of New York, County of New York, ss.:

Before me, a Notary Public in and for the state and county aforesaid, personally appeared I. H. Case, who, having been duly sworn according to law, deposes and says that he is the General Manager of FIRE ENGINEERING and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Congress of August 24, 1912, embodied in section 443, Postal Laws and Regulations, to wit:

1. That the names and addresses of the publisher, editor, managing editor and general manager are:

Publisher, Case-Shepperd-Mann Publishing Corporation, 225 West 34th Street, New York City.

Editor—Robert H. Lockwood, 225 W. 34th Street, New York City.

Managing Editor—Fred Shepperd, 225 W. 34th Street, New York City.

General Manager—I. H. Case, 225 W. 34th Street, New York City.

2. That the owners are:

Case-Shepperd-Mann Publishing Corporation, 225 W. 34th Street, New York City.

I. H. Case, 225 W. 34th Street, New York City.

Fred Shepperd, 225 W. 34th Street, New York City.

Karl M. Mann, 225 W. 34th Street, New York City.

Robert H. Lockwood, 225 W. 34th Street, New York City.

3. That the known bondholders, mortgagees, and other security holders, owning or holding 1 per cent, or more of total amount of bonds, mortgages, or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain, not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

I. H. CASE,
General Manager.

Sworn to and subscribed before me this 29th day of March, 1929.

(Seal) LEON BLEECKER.

(My commission expires March 30, 1931.)

PROPOSED IMPROVEMENTS

Morehead City, Cartetet Co., N. Car.—A quadruple combination fire truck to be purchased for fire department, according to reports.

Dayton, Montgomery Co., Ohio.—National Board of Fire Underwriters recommended for immediate consideration that the installation of the new fire alarm system be expedited.

Hillsboro, Washington Co., Oregon.—Firemen raising funds for purchase of fire apparatus for rural protection.

Woodstock, Shenandoah Co., Va.—Plans have been prepared by Shenandoah Fire Company to erect new fire station on Court Street on site of present fire stations.

Hollywood, Los Angeles Co., Calif.—A new fire station in Cahuenga Pass is provided for in fire department budget this year.

Atlantic City, Atlantic Co., N. J.—Reports state City Commission authorized bond issue of $47,000 for purchase of new fire apparatus. To include aerial ladder truck, deluge tower wagon and a combination pumper and hose car.

Elwood City, Lawrence Co., Penn.—Final plans made for installation of automatic fire alarm system.

Salesmen Wanted

To handle excellent fire department sundries. Some good territory still open. Write for particulars. P-B Mfg. Co., Inc., 4567 Swan Ave., St. Louis, Mo.

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For Sale
Copper Chemical Tanks

from modern Fire Dept. Apparatus. 50 gal. capacity. In perfect working order. Original cost $350 each. Will consider any reasonable offer.

W. E. Andrews,
City Pur. Agent,
Rochester, N. Y.

3-20,4-10,17

CONVENTION DATES

April 11-13—ARIZONA STATE FIREMEN'S ASSOCIATION. 6th Annual Convention, Yuma, Ariz. Secretary, Chief W. J. Nemeck, Douglas, Ariz.

April 24—EGYPTIAN FIRE FIGHTERS' ASSOCIATION. Meeting at Flora, Ill. Secretary, O. C. Forsman, Flora, Ill.

April 24—FIRE CHIEFS' EMERGENCY PLAN OF WESTCHESTER COUNTY, N. Y. 3rd Meeting, Fire Headquarters, White Plains, N. Y. Secretary-Treasurer, Lieut. E. Riviere, 60 Wendt Ave., Larchmont, N. Y.

April 30-May 2—NORTH CAROLINA STATE FIREMEN'S ASSOCIATION. Fire College and Drill School, Asheville, N. C., Secretary, John L. Miller, Concord, N. C. Chairman Arrangements Committee, State Fire Marshal Sherwood Brockwell, Raleigh, N. C.

May 13-16—NATIONAL FIRE PROTECTION ASSOCIATION (International). 33rd Annual Meeting Memphis, Tenn. Technical Secretary, Robert S. Moulton, 60 Batterymarch Street, Boston, Mass.

May 27-30—OKLAHOMA STATE FIREMEN'S ASSOCIATION— 35th Annual Convention and State Firemen's Training School, Muskogee, Okla. Director of School, Chief J. E. Taplin, Blackwell, Okla. Secretary, Charles Slemp, 830 East 19th Street, Oklahoma City.

June—SOUTH DAKOTA FIREMEN'S ASSOCIATION. 13th Annual Convention, and Tournament. (Tentative) Hot Springs, S. Dak. Secretary, M. C. Sullivan, Parkston, S. Dak.

June 3-6—KANSAS STATE FIRE CHIEFS' AND FIREMEN'S ASSOCIATIONS, WOMAN'S AUXILIARY and FIRE SCHOOL. Respectively 14th, 43rd, 4th and 1st conventions and meetings, Newton, Kansas. Secretary for both Associations, Chief K. D. Doyle, Wamego,

June 5-7—OREGON STATE FIRE CHIEFS' ASSOCIATION. 10th Annual Convention, Tillamook, Ore. Secretary, Thomas Coates, Tillamook.

June 7-8—DAUPHIN COUNTY FIREMEN'S ASSOCIATION. 11th Annual Convention, Harrisburg, Pa. Chairman Local Committee, W. L. Jauss.

June 10-12—SOUTH CAROLINA STATE FIREMEN'S ASSOCIATION. 24th Annual Convention, Columbia, S. C. Secretary, R. S. Hood, Sumter, S. C.

June 11-13—FIRE CHIEFS' ASSOCIATION OF OHIO. (Change of date.) 12th Annual Convention, Assembly an Exhibit Rooms, Dodge and Smith Motor Sales Company Building, Sandusky, Ohio. Secretary-Treasurer, Chief Philip J. Harty, Fire Dept., Youngstown Sheet & Tube Company, Ohio.

June 12-13—NORTHERN INDIANA INDUSTRIAL AND VOLUNTEER FIREMEN'S ASSOCIATION. 24th Annual Convention, Bremer, Ind. Secretary-Treasurer, Hugh Russell, Bluffton, Ind.

June 12-14—MARYLAND STATE FIREMEN'S ASSOCIATION. 37th Annual Convention, Lonaconing, Md. Secretary, George R. Lindsay, Hagerstown, Md.

June 14-15—DELAWARE COUNTY FIREMEN'S ASSOCIATION. 23rd Annual Convention and Parade, Clifton Heights, Pa. Secretary, William E. Wunderlich, Lansdowne, Pa.

June 15—LEBANON COUNTY FIREMEN'S ASSOCIATION. Annual Convention, Myerstown, Pa. Secretary, William I. Kutz, Box 233, Myerstown, Pa.

June 18-20—HUDSON VALLEY VOLUNTEER FIREMEN'S ASSOCIATION. 40th Annual Convention, Hendrick Hudson Hotel, Troy, N. Y. Secretary, Chief Chris. W. Noll, Fire Department, Poughkeepsie, N. Y.

June 18-20—NEW YORK STATE ASSOCIATION OF FIRE CHIEFS. 23rd Annual Convention, Binghamton, N. Y. Secretary, Chief James H. Golden, Fire Department, Cohoes, N. Y.

June 18-20—NORTH DAKOTA FIREMEN'S ASSOCIATION. 45th Annual Convention, Bismarck, N. Dak. Secretary, H. L. Reade, Bismarck.

June 20-22—WASHINGTON STATE FIREMEN'S ASSOCIATION. 7th Annual Convention, Everett, Wash. Secretary, H. S. Jenkins, City Electrician, Fire Headquarters, Bellingham, Wash.

June 21-July 7—INTERNATIONAL EXHIBITION OF FIRE APPARATUS AND CONGRESS OF WORLD FIRE PREVENTIONISTS. Under the patronage of the President of the French Republic, at the Grand Palais, Paris; 44th Annual Congress of the French Federation, Paris. General Secretary, Commandant G. Wattremez, Grand Palais, Avenue Alexandre III, Paris.

June 22-23—SOUTHERN CALIFORNIA FIRE CHIEFS' CLUB. 2nd Annual Convention, Ventura, Cal. Secretary-Treasurer, G. E. Zimmerman, Fire Department, Coronado, Cal.

June 24-28—AMERICAN WATER WORKS ASSOCIATION. 49th Convention, Hotel Royal York, Toronto, Ont., Can. Secretary, Beekman C. Little, Rochester, N. Y. Office of Association, 29 West 39th Street, New York City.

June 25-27—NEW ENGLAND ASSOCIATION OF FIRE CHIEFS. 7th Annual Convention, Hotel Taft, New Haven, Conn. Exhibits, Second Regiment Armory. Secretary-Treasurer, Chief John W. O'Hearn, Watertown, Mass.; Chairman, Exhibits, Chief John S. Pachl, Annex Fire Department, New Haven; Traffic Manager, Geo. F. Cobb, Boston.

July 9-11—MICHIGAN STATE FIREMEN'S ASSOCIATION. 55th Annual Convention, Sault Ste. Marie, Mich. Secretary, H. L. William, Ludington, Mich.

July 9-12—DOMINION ASSOCIATION OF FIRE CHIEFS. 21st Annual Convention, Coburg, Ont. Secretary, Chief James Armstrong, Kingston, Ont.

July 10-11—DELAWARE VOLUNTEER FIREMEN'S ASSOCIATION. 9th Annual Convention, Wilmington, Del. Secretary, Sam H. Carson, Dover, Del.

July 11-12—EASTERN ASSOCIATION OF FIRE CHIEFS. (Change of date.) 2nd Annual Convention, Hotel Pennsylvania, New York City. Secretary, T. Howell Johnson, Room 602, Chamber of Commerce Bldg., Newark, N. J.

July 15-16—MONTANA STATE FIREMEN'S ASSOCIATION. 38th Annual Convention, Butte, Mont. Secretary-Treasurer, D. E. Moser, Bozeman, Mont.

July 15-19—NORTH CAROLINA STATE FIREMEN'S ASSOCIATION. Annual Convention, Hendersonville, N. C. Secretary, John L. Miller, Concord, N. C.

July 15-20—MARITIME FIRE CHIEFS' CONVENTION AND TOURNAMENT. Annual Convention, Moncton, N. B. Secretary, Captain K. J. McCrea, St. John, N. B., Can.

July 17-19—INDIANA FIREMEN'S ASSOCIATION. 12th Annual Convention, Gary, Ind. Secretary, Clem Smith, Fire Headquarters, Terre Haute, Ind.

August—IDAHO FIREMEN'S CONVENTION. Tentative, August or September, Idaho Falls, Ida. Secretary-Treasurer, Earl Heath, Idaho Falls.

August—MAINE STATE FIREMEN'S ASSOCIATION. 2nd Annual Convention (tentative, exact time to be announced later), Waterville, Me. Secretary, Earl E. Pratt, Fire Department, Auburn, Me.

August—UTAH STATE FIREMEN'S ASSOCIATION. 22nd Annual Convention (tentative, to be decided later), Tooele City, Utah, Secretary, Harris E. Anderson, Fire Headquarters, Salt Lake City, Utah.

Aug. 7-9—CALIFORNIA STATE FIREMEN'S ASSOCIATION. 7th Annual Convention, Fullerton, Cal. Secretary-Treasurer, H. E. Strasser, 1171 Tenth St., San Diego, Cal.

Aug. 7-9—SOUTHWESTERN ASSOCIATION OF VOLUNTEER FIREMEN OF NEW YORK. Annual convention, Falconer, N. Y. Secretary, Royce Alden, Falconer, N. Y.

Aug. 16-17—CONNECTICUT STATE FIREMEN'S ASSOCIATION. 46th Annual Convention, Plaza Theatre, East Hartford, Conn. Secretary D. W. Hartford, South Norwalk.

Aug. 20-23—FIREMEN'S ASSOCIATION STATE OF NEW YORK. 57th Annual Convention, Saranac Lake, N. Y. Secretary, Fred A. Davis, Fort Edward, N. Y.

Aug. 26-28—NEW MEXICO STATE FIREMEN'S ASSOCIATION. 7th Annual Convention, Gallup, N. M. Secretary-Treasurer, Theodore A. Rosenwald, Albuquerque, N. M.

Aug. 28-30—VIRGINIA STATE FIREMEN'S ASSOCIATION. 43rd Annual Convention, Lexington, Va. Secretary, E. K. Landis, Pulaski, Va.

Sept. 3-5—KENTUCKY STATE FIREMEN'S ASSOCIATION. 1st Annual Convention, Ashland, Ky. Secretary, Captain S. G. Render, 303 Speed Bldg., Louisville, Ky.

Sept. 9-11—ARKANSAS STATE FIREMEN'S ASSOCIATION. 8th Annual Convention, Camden, Ark. Secretary-Treasurer, H. D. Compton, Central Fire Station, Little Rock, Ark.

Sept. 10-12—ILLINOIS FIREMEN'S ASSOCIATION. 42nd Annual Convention, Joliet, Ill. Secretary, Assistant Chief Roy W. Alsip, Fire Department, Champaign, Ill.

Sept. 17-18—IOWA STATE FIREMEN'S ASSOCIATION. 52nd Annual Convention, Red Oak, Ia. Secretary, E. E. Parsons, Marion, Ia.

Sept. 18-19—MISSOURI ASSOCIATION OF FIRE FIGHTERS (Consolidated with former Missouri State Association of Fire Chiefs). Annual Convention, Jefferson City, Mo. Secretary, M. J. Mulvoy, 3500 S. Grand Boulevard, St. Louis, Mo.

Sept. 20-21—NEW JERSEY STATE FIREMEN'S ASSOCIATION. 52nd Annual Convention, Atlantic City, N. J. (Tentative date, to be definitely set later by Executive Committee). Secretary, William Exall, Room 602, Chamber of Commerce Bldg., Newark, N. J.

Oct. 1-3—FIREMEN'S ASSOCIATION OF THE STATE OF PENNSYLVANIA. 50th Annual Convention, Hotel Roosevelt Pittsburgh, Pa. Secretary, Charles E. Clark, P. O. Box 217, Wayne, Pa.

Oct. 15-17—RAILWAY FIRE PROTECTION ASSOCIATION. Annual Meeting, Toronto, Can., Secretary-Treasur, R. R. Hackett, Baltimore & Ohio Railroad, Baltimore, Md.

Oct. 22-25—INTERNATIONAL ASSOCIATION OF FIRE CHIEFS. 57th Annual Convention, Hotel Tutweiler, Birmingham, Ala. Exhibits City Auditorium. Recording Secretary, Chief James J. Mulcahey, Yonkers, N. Y.; Executive Secretary, Jay W. Stevens, 113 Merchants Exchange Bldg., San Francisco, Cal.; Chairman, Exhibit Committee, Chief Selden R. Allen, Brookline, Mass.

To Organize Rural Fire Control Unit—A committee has been appointed in Red Bluff, Cal., to consider the organization of a county rural fire control unit.

ONLY Seagrave Gives You ALL These Features On A Pumping Engine

Auxiliary cooling system
Automatic Pressure Regulator
Clutch locking device
Independent pump transmission
Enclosed pumping unit
One side pump control
Separate priming pump
Seven bearing crankshaft

No other pumping engine is equipped with All of these devices. Remember this—practically any new innovation in fire fighting equipment has been first introduced by Seagrave. Seagrave features are often imitated but never duplicated. For 16 years Seagrave has built one type of pump only—The Centrifugal.

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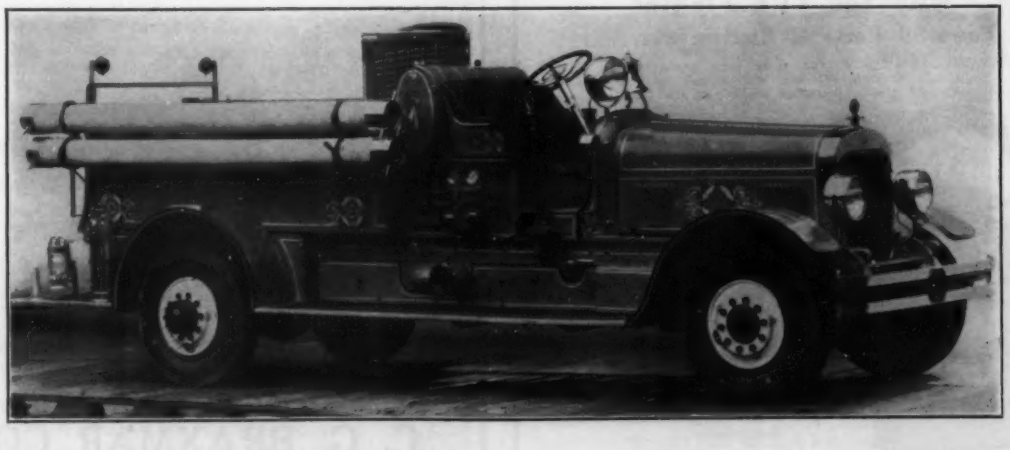

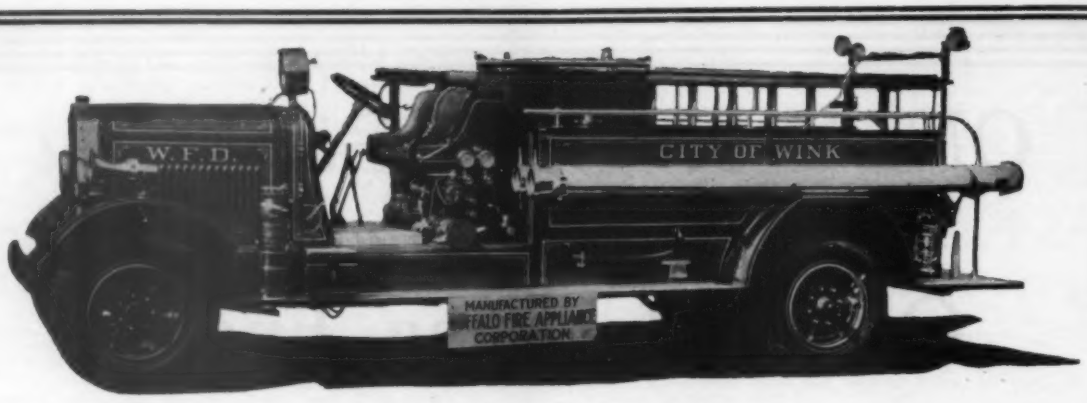

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Buffalo Pumpers are the most highly developed in design, construction and engineering standards and are intended for municipality, community and township fire protection.

Buffalo Pumpers are also noted for their efficiency and their great abundance of reserve power. They are pumpers with stamina and speed. All the above have to be credited for bringing great pumping merits for Buffalo Pumpers.

Buffalo Pumpers are given great and careful attention when under construction at our factory by engineers, both mechanical and designing, who have been in contact with the construction of pumpers for years.

Buffalo Pumpers range from 300 gallon capacity to 1000 gallon capacity.

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A Powerful Portable Electric Searchlight

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FIRE DEPARTMENT ACTIVITIES

Columbus, O., to Buy Pumper—Columbus, Ohio, has appropriated $12,500 for the purchase of a 750-gallon pumper.

Burlingame, Cal., to Erect Fire House—A contract has let for the construction of a $30,000 fire station in Burlingame, Cal.

Prairie City Farmers Buy Apparatus—Farmers living in the vincinity of Prairie City, Ia., have purchased apparatus for rural protection.

Bristol, Conn., May Defer Action—It is believed that action on the proposed fire stations for Bristol, Conn., may be deferred for another year.

W. Hollywood, Cal., to Have New House—A new fire house of English Normandy type is being erected in West Hollywood, Cal.

Valley Stream, N. Y., to Erect Fire House—A new fire house will be erected soon in the Gibson section of Valley Stream, L. I., N. Y.

Solvay, N. Y., to Erect Fire House—Plans have been drawn for a fire station that will be erected in Solvay, N. Y. The house will cost $35,000.

Firemen Present Ambulance to Harrisburg—An ambulance purchased by the Harrisburg, Pa., Firemen's Relief Association was presented to the city.

Lima, Ohio, May Buy Aerial—Lima, Ohio is considering the purchase of an aerial ladder truck to replace the old truck that is now in use.

Pumper Delivered to Des Moines, Ia.—An Ahrens-Fox 1,000-gallon pumper equipped with a chemical tank has been delivered to Des Moines, Ia.

Madison, Wis., Chief Resigns—Chief Charles Heyle, head of the fire department in Madison, Wis., for the past twenty-two years, has resigned from the office.

Cellar Fires Lead New York City List—Out of every one hundred alarms answered in New York City, fifty-three were caused by fires in cellars and rubbish piles.

Red Bank, N. J., to Insure Firemen—The council of Red Bank, N. J., has decided to insure all the firemen. Each of the six companies is to be covered by one policy.

Mahoning City, Pa., Apparatus Regulated—The Borough Council has ordered fire apparatus in Mahoning City, Pa., to travel on certain streets and to limit the speed of the trucks.

Amherst, Mass., Changes Station Plans—Plans for the proposed fire station for Amherst, Mass., have been altered so that the cost could be kept within the estimated amount.

Officers' Club Holds Smoker—There was a large attendance at the smoker of the Officers' Club of the Boston Fire Department held in the Scenic Auditorium on April 3.

New Wilmington, Pa., Plans for House—Plans are being made for the erection of a fire station in New Wilmington, Pa. The second floor will be equipped for lounge and clubs rooms.

Five Arson Indictments in Iowa—Thus far this year, the state fire marshal's office of Iowa has been able to obtain five arson confessions and several grand jury indictments.

Deputy Fire Marshals Appointed in Ohio—Ray R. Gill, state fire marshal of Ohio, has named eighteen deputy fire marshals to take charge of the work in fifteen districts in the state.

Jamestown, N. Y., Retains Station—Because of the opposition on the part of manufacturers, Jamestown, N. Y., has decided to maintain the Allen street house which they were ready to abandon.

Maple Valley May Abolish Tournaments—The Maple Valley Firemen's Tournament Association held a meeting in Sac City, Ia., to consider abolishing the tournament because of the large expense.

Fire Station Burned in Hilger, Mont.—Fire that resulted from a leaky oil stove destroyed the fire house in Hilger, Mont., together with one piece of fire apparatus. One piece of apparatus was saved.

Warren, O., Wants Station in East End—A movement has been started in Warren, Ohio, to erect a fire station in the east end. The district can be isolated by two railroad crossings, in case of fire.

Fire Department Auto Show Shows Large Profit—About $2,000 profit resulted from the ninth annual auto show held under the auspices of the fire department in Cambridge, Md., in the state armory.

Los Angeles County to Erect Four Stations—Los Angeles County, Cal., will erect four new fire stations during the present year. Three of the houses will cost $12,000 and the fourth will cost $15,000.

Delaware County Firemen to Meet in June—Arrangements are being made for the twenty-third annual convention of the Delaware County Association that will be held in Clifton Heights, Pa., June 14-15.

Lorain, Ohio, Awards Pumper Contract—Lorain, Ohio, has purchased a Seagrave pumper for $14,000. The city floated a $15,000 bond issue to finance the purchase. The pumper will be delivered within sixty days.

Overbrook, Pa., Forms Junior Department—A junior volunteer fire department has been formed in Overbrook, Pa. The members will be boys between the ages of ten and eighteen years. The organization meeting has been held.

Harvard Making Fire Survey of Boston—The Albert Russell Erskine Bureau of Harvard University is making a fire survey of Boston. The bureau will be assisted by engineers of the National Fire Protection Association.

San Antonio Rejects Fire House Bids—Bids for the erection of five new fire stations in San Antonio, Tex., were rejected for the contractors failed to keep within the $25,000 limits set for the houses. Contracts were awarded at a flat-fee basis.

Fire Department Operates Motion Pictures—At Wall Lake, Ia., the local motion picture show house closed its doors. Rather than see their town without a movie, the local fire company became the new owners of this amusement venture.

Hand Appointed Chief of Titusville, Pa.—Frank G. Hand has been appointed chief of the Titusville, Pa., fire department. Chief Hand has been a member of the department for thirty-five years; he was assistant chief for twenty years.

Erection of S. Boston House Opposed—The Rules Committee of the Massachusetts House of Representatives reported against the plan to borrow money for the purchase of land and for the erection of a central fire station in South Boston.

Forest Junction, Wis., Has Rural Apparatus—A community fire apparatus for the protection of rural property has been placed in service at Forest Junction, Wis. The machine costs $4,000 and its purchase was financed by $35 subscriptions from the farmers.

Rockwell City, Ia., Organizes for Farmers—A rural fire department has been organized in Rockwell City, Ia., to protect property within an eight mile radius of the city. Those who have not contributed will be charged a flat $25 rate when the department's services are needed.

Several Orders Received by W. S. Nott Co.—Both Roland, Ia., and North Mankato, Minn., have recently placed orders with the W. S. Nott Company, Minneapolis, Minn., This company has recently delivered a piece of fire apparatus to Harmony, Minn.

Seattle Fails to Act on Pay Raise—The council in Seattle, Wash., has deferred action on the plan to abolish the rank of lieutenant and to have instead the office of acting company officer with an increase in pay of fifty dollars a month. A proposed increase in pay for firemen was defeated in the last city election.

Oregon Chiefs to Meet in June—The annual convention of the Oregon State Fire Chiefs' Association will be held in Tillamook, on June 5-7 with June 8 set aside as a day for entertainment on Tillamook beaches. The Ladies' Auxiliary has arranged for a series of excursions for the visiting ladies. A large attendance is expected.

Tax Levy Recommended for Unpaid Departments—A plan has been suggested by R. H. Allison of Laurel, Neb., for a sum to be assessed unpaid fire departments to be used for emergency work in case some accident occurs. At Scribner, six men were killed by a dynamite explosion, and a fund of this character, would help the families. Laurel sent a check to this community to be used for relief work.

FALSE ALARMS

WHAT DID THE WIFE SAY?

A grocer called one evening on his friend the lieutenant. They chatted in the upstairs office for some time, discussed the weather, business conditions, and so forth. When the grocer arose to go the lieutenant asked:

"Family all well"

The visitor replied, "That reminds me why I came here. Her kitchen is on fire."

NO MATTER WHERE

A man rushed into the Alert Fire House and shouted:

"Get out the truck, there's a big fire down there."

The apparatus rushed out with the man sitting near the driver. No time was lost. The company speeded down the main thoroughfare. After they had been rolling for about five minutes the driver turned around and said:

"Say, you forgot to tell me where the fire is located."

The advantage of the one way street is that the people know which way they are going to get knocked down.

THE KING'S ENGLISH

The dog that was the mascot of the fire house, suddenly growled and rushed out as a man tried to enter.

"Lay down, pup! Lay down!" ordered the man. "Good doggie—lay down, I say."

The dog continued to growl.

A little girl who had watched all this approached the man and said:

"You'll have to say 'Lie down,' Mister. That's a Boston terrier."

MORE USEFUL

A member of the city's fireboat crew, one day dived into the bay and rescued a woman who had fallen from a nearby pier. Two weeks later the fireman was called to the city hall, where in the presence of friends the mayor said:

"I am pleased to pin this medal to your breast and also to lodge $25 to your credit in the bank as an acknowledgment of your great bravery."

All that was very well, but money looks very big to some firemen. The hero was somewhat flustered but replied in a whisper:

"If it's all the same to you, sir, I'd rather you'd pin the $25 to my breast and lodge the medal in the bank."

All over the United States persons fall down and go boom but in Chicago they go boom and then fall down.

OPINION UNCHANGED

The old red shirted boys who used to pull the hose reel whenever there was a fire, have little respect for the unromantic life of the modern efficient department. One former volunteer who, for want of something else to do, visited the station often, remarked:

"When I was your age, I thought nothing of pulling a hose reel for more than two miles."

The young fireman went on with his polishing.

"Well, I don't think much of it either"

WORK TO DO

The volunteer fire department had done their work well. The top story of the residence was completely demolished and much of the lower floor gutted. The owner stood surveying the remains of his former home. He saw a group of firemen near the house and said:

"What, you still here! I believe you've done enough damage for one day."

"We can't go yet, mister. There are still three more windows to break."

A man known in his community for his ironic remarks was trying to get the fire department in a hurry. As is often the case, at such moments the telephone operator has other calls that she prefers. The caller shouted:

"Listen, operator, you've already given me three wrong numbers. Please remember I'm telephoning, not broadcasting."

PROGRESS

Mac had had a tough break. He fell from a ladder and was interned at the hospital for some time. The house doctor in his tour of the patients looked at Mac and said:

"Getting pretty tired of lying on the flat of your back, aren't you? Let me see. It's been about six weeks now, hasn't it? Well, cheer up, I have good news for you."

At this Mac eagerly asked, "What's that, doctor?"

"If you are still improving tomorrow, you can lie on your left side."

THE ONLY REASON

When a fireman is out of his uniform and away from home anything is liable to happen. He tries to crowd a year's wild life into a few short days. This fire-fighter was touring the state with several other firemen and their wives. In the first large city, the men went out to make "whoopee."

One of the men in crawling into his room, awakened his wife.

"You worm," she shouted, "what do you mean by coming home at this hour?"

"Every other place was shut, my love."

POPULAR OPINION

From the facts of the case it appeared that the local traction company would have to pay damages to the department. Just as the fire apparatus was leaving its house, the trolley went speeding down the street and sideswiped the apparatus. But at the trial, the unexpected had happened. When the case was over the judge called the foreman of the jury to his desk and asked:

"What possible excuse did you fellows have for acquitting that motorman?"

"Insanity."

"What, the whole twelve of you?"

THEY ALL FALL

At the State street fire, Smith fell from a ladder. When a visiting officer called at the house that week, some one explained that Smith fell from the ladder.

"Fell from his ladder," said the officer with much surprise, "why I thought that he was one of the steadiest men in the truck company."

"Yes, sir; he is steady. But across the court, directly staring him in the face was the girls' college dormitory."

All jack and no work makes whoopee.

Drawing by "Art" Espey

Fire Department Surgeon: I find you have an acid system.

Ailing Fireman: B'Gorry, I should niver of joined the Chimical Company! Ye can bet I'll niver fill any more o' thim acid retorts.

MATHEWS

(Reg. U. S. Pat. Off.)

FIRE HYDRANTS

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DOMESTIC

and

HIGH PRESSURE

Service

NOTE—

The positive waste value.

All operating threads are dry, being above the stuffing-box .

No toggles, no small, quick-wearing parts.

All moving parts are bronze or bronze-bushed.

The outside casing permits replacing a two-way standpipe with a steamer and two-way standpipe without digging up the ground.

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Deputy Chief of Department

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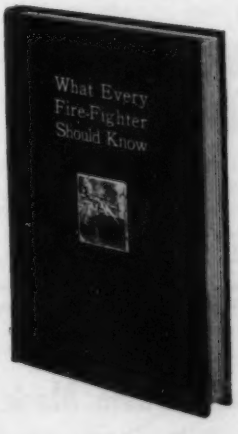

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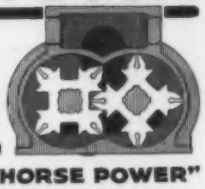

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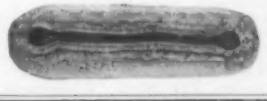

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and check the items that interest you on page 343.

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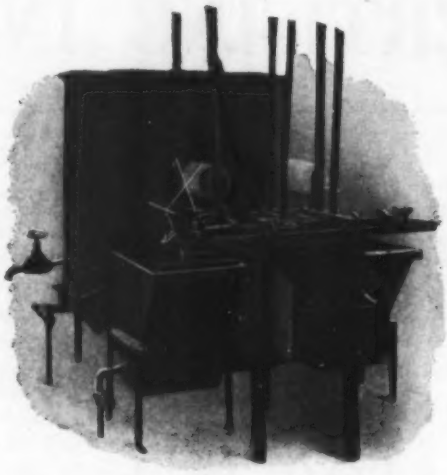

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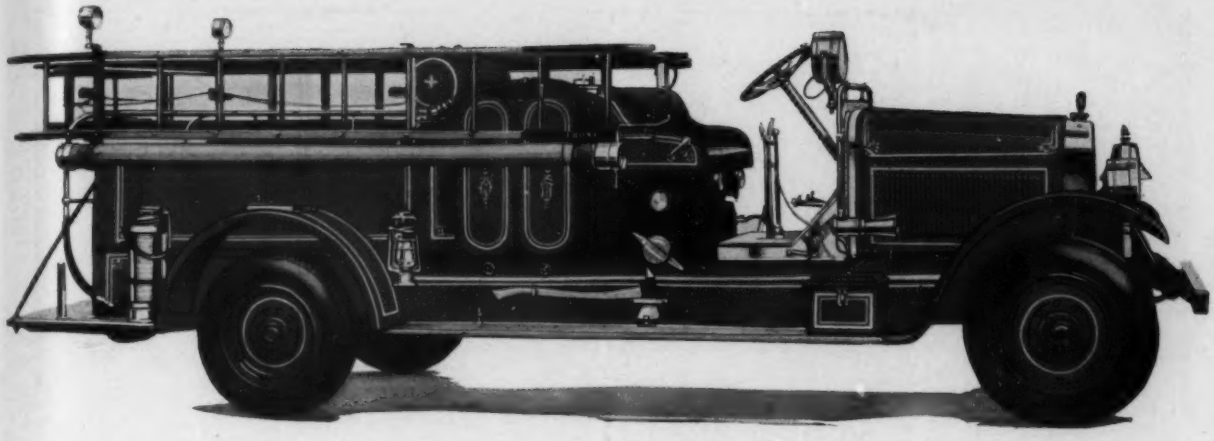
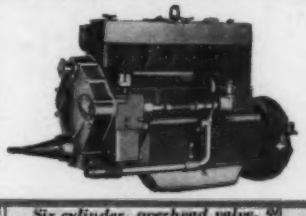
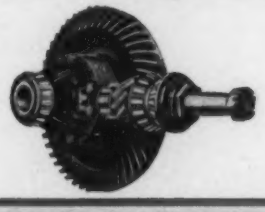
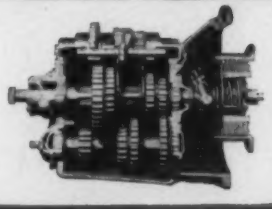




Six cylinder, overhead valve, 90 horsepower motor of the Pirsch Special.



Sturdy Timken Bevel gear drive mounted in roller bearings.



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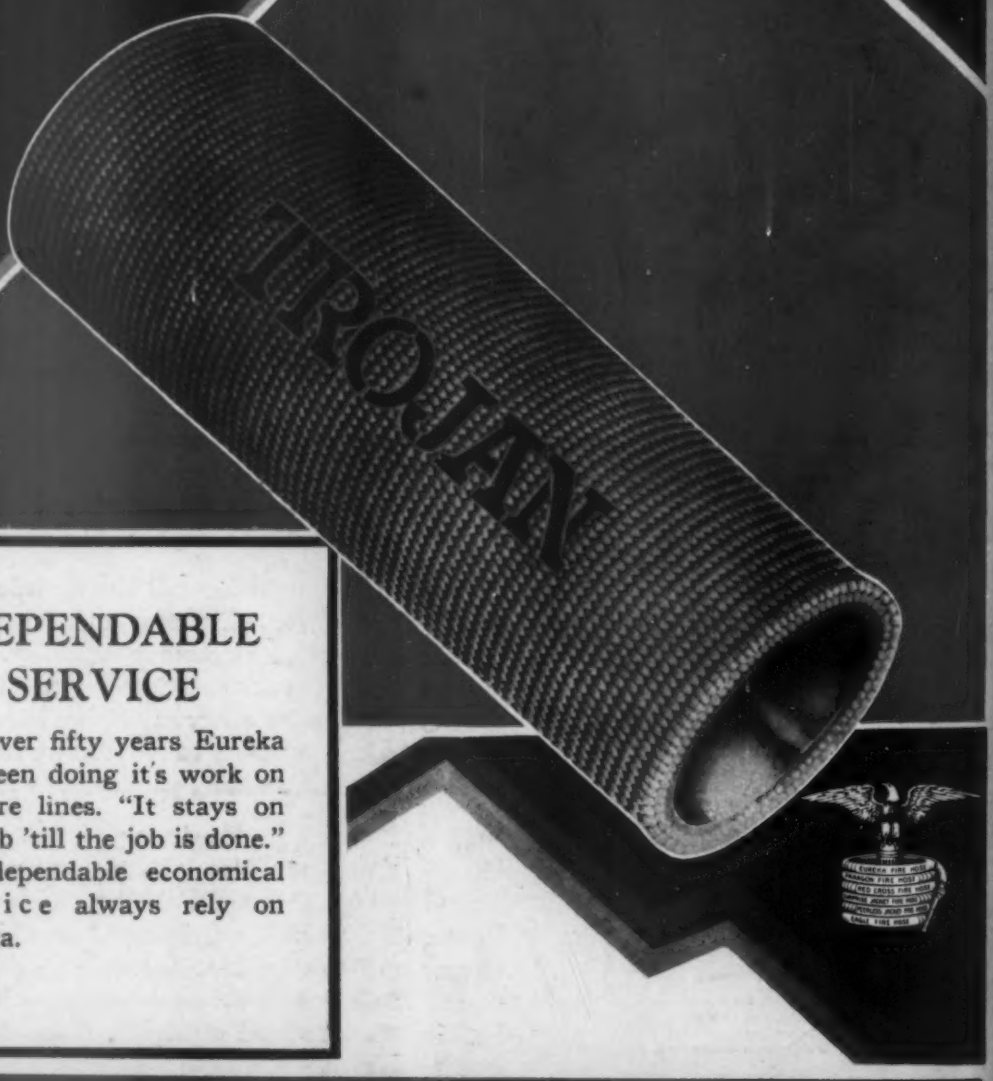

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